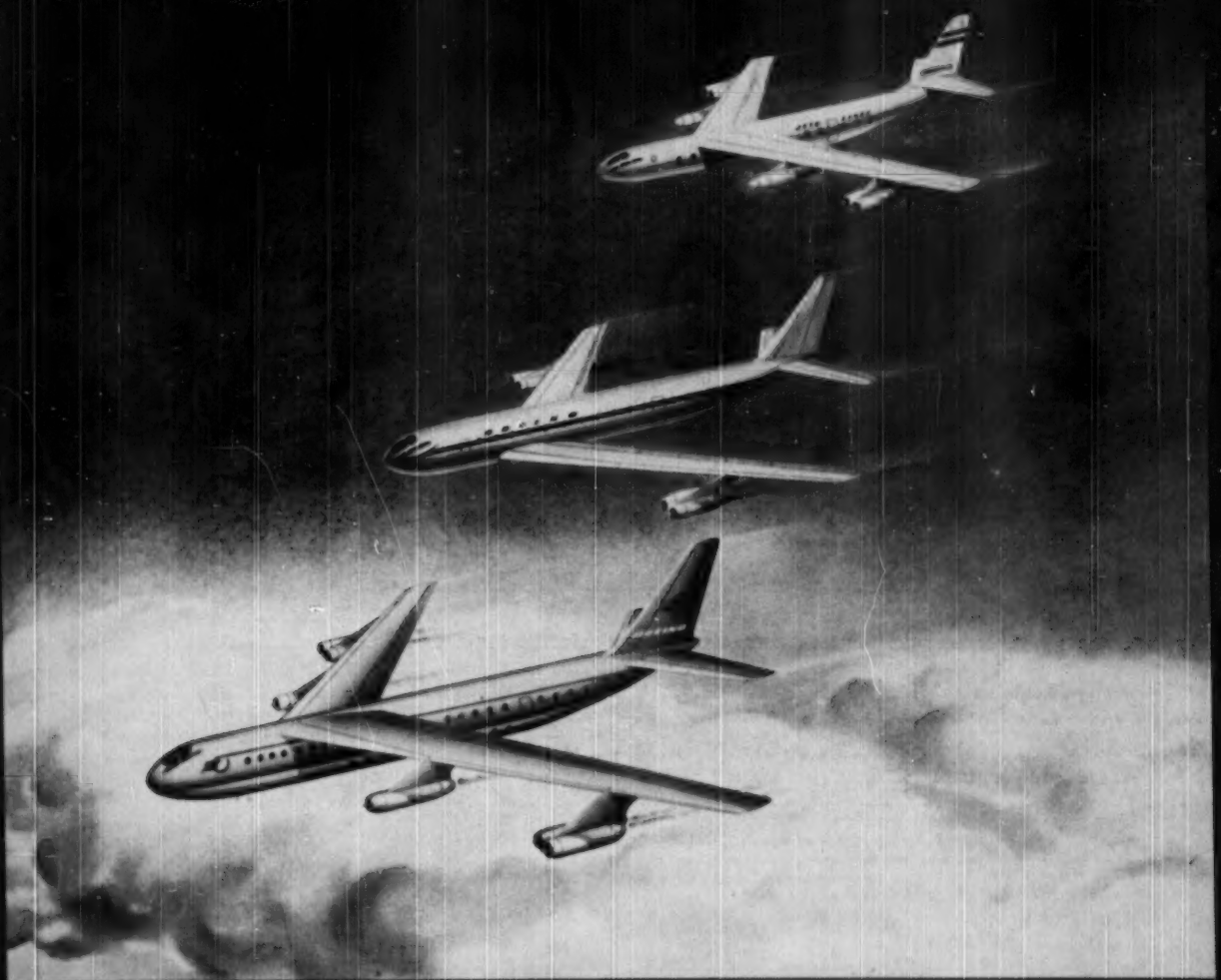
AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE



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Europe's Air Road to the U. S. Hinterland
Planning the Air Freight Terminal (II)

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HAGERSTOWN, MARYLAND

AIR TRANSPORTATION

The world's first and only air cargo magazine

Established October, 1942

AIR TRANSPORTATION, published once each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, $5.00 for one year, $8.00 for two years, and $11.00 for three years; foreign countries, $6.00 for one year, $10.00 for two years, and $14.00 for three years.

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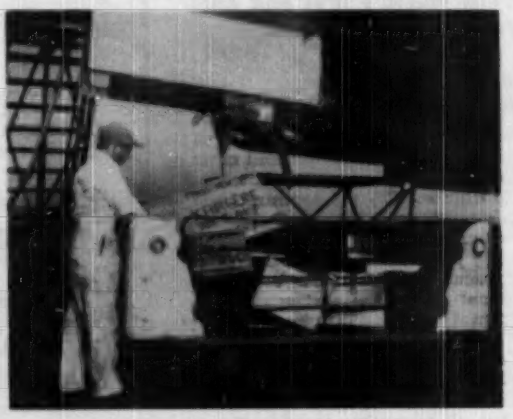
COVER

A look into the future by the Boeing Airplane Company, representing studies of jet-propelled transports. Think what this will mean to shippers!

FASHIONS *Over the Atlantic . . .*

1. This Air France Constellation . . .



2. Brings a variety of cargo to New York . . .

3. Among them creations for Kargère . . .

4. For sale in the Fifth Avenue store.

And then comes the promotion in the next day's newspapers.

LEON KARGÈRE, who has crossed the Atlantic about 125 times at an average of about eight round-trip flights a year, swears by air cargo as a progressive way of conducting his business. An important fashion creator, he imports his own creations from Paris for sale in his own store on Fifth Avenue, New York. Kargère recognizes the fact that if his creations reach the Paris airport in time to meet an outgoing Air France plane (barring customs clearance snarls), they can be in New York within 24 hours—a sure-fire way to withstand competition and fashion pirates. And here's how he ties in his promotion.

Guest Air Cargo Editorial No. 31

E. L. DARE

Manager of Cargo Sales

UNITED AIR LINES

IN comments of this kind it's customary to salute air freight as the greatest boon to shippers since God created pack animals. I go along with that view most of the way, but I believe we have reached the point where tough-minded appraisals are more in order than extravagant accolades.

During the last five years air freight has boomed at a phenomenal rate, increasing 67-fold. This growth is the finest kind of tribute any industry can wish from its customers. It is this selfsame growth, often hectic and unguided, which unfortunately has obscured certain fundamentals.

What is air freight? Primarily, it's a low-cost service designed to attract a steady flow of volume shipments. Is it the fastest and most economical way to ship by air? Not necessarily, since two other services—air parcel post and air express—hold specific advantages.

The fastest and most economical means of shipping packages by air depends on such variables as weight of the package; the speed desired to deliver it; the distance to be traveled and the necessity of expedited pick-up and delivery. Some shippers would do well to evaluate the advantages and functions of air express and air parcel post before rushing headlong into air freight.

Air parcel post provides overnight delivery to any point in the country for packages of not more than 70 pounds and 100 inches in combined length and girth. Such packages must be mailed at the Post Office. From then on they receive the same high priority accorded to air mail. And air parcel post packages are delivered to ultimate destinations at no added charge.

Shipments sent air express automatically receive door-to-door pick-up and delivery service. Packages are routed to any point in the country, using the fastest possible air or coordinated air-rail-truck schedules. Distribution is facilitated through 23,000 offices of the Railway Express Agency.

Air freight moves on an airport-to-airport basis, with pick-up and delivery service available at slight additional cost. At risk of being repetitious, I emphasize that it's a low cost service designed to attract volume shipments. The tendency to associate air freight with every package consigned aloft needs examination by shippers and more clarification by air cargo salesmen.

The time is at hand for air cargo salesmen to expand their activities as sales engineers. Thorough understanding of a client's business, his marketing problems, time limits and potentials, is demanded for well-rounded growth. Knowledge of this kind not only increases the salesman's horizon but redounds to the good of carrier and shipper.

My files hold numerous examples of how clients cashed in by using air transportation in speeding to markets where supply was slight and demand heavy. This is especially effective with style merchandise and agricultural products. Surprisingly large quantities of manufactured goods are also airborne on the same basis. The important thing is for air cargo salesmen to be so well saturated with trade lore and their own products that they can recognize and aggressively merchandise the air service that is most favorable for the client.

Lately there's been a tendency to disregard the debit side of the ledger in making rate reductions. Rates obviously should be fair to the shipper and no less fair to the carrier in terms of present standards of service and imminent improvements. Reductions geared to the idea that today's fast buck overshadows every other factor bear careful scrutiny.

Properly approached, rates should be part of an economic philosophy dedicated to providing shippers with first-class service. Makeshift equipment and get-rich-quick methods are excluded by this point of view. Low rates are no favor to the shipper, if they are accompanied by low standards of service.

Reductions may be justifiably motivated by one or more of the following objectives:

To develop a regular flow of volume shipments.

To correct directional flows, such as the traditional East-West imbalance.

To aid the development of new markets.

Even when these considerations apply, reductions sometimes go further than apparent on the surface. You may, for example, reduce rates on a new commodity subject to so much specialized care in handling that steady entries on the debit side are inescapable. This is true at the moment of some items in both the hard and soft goods category.

Reductions that fail to estimate air freight as an industry highly competitive in terms of equipment and facilities are unrealistic. Air freight is by nature progressive and quick to adopt improvements. Technological changes to occur in the air transport industry within the next five

(Concluded on Page 16)

If Europe's producers will take the time to learn the facts of life of American merchandising . . . if they can learn that the key to the American market is to provide service with the same speed and flexibility as the American producer, then an avalanche of goods can ride on . . .

EUROPE'S AIR ROAD TO THE U. S. RETAILER

By NATHAN KATZ and SEYMOUR M. KWEREL

Merchandising and Management Counsel

Formerly Executives with R. H. Macy and Company

THE big drive is on. Europe needs America's dollars. The United States needs European stability. *Ergo*: the United States steps up its imports.

But how?

The ECA is working feverishly on the problem. The President has appointed a super commission charged with the duty of coming up with an integrated program.

In the final analysis, however, the answer lies not with Government programs or subsidies. In a free enterprise economy, European manufacturers will have to earn their way into the American market. And they will never achieve any high degree of success until they have obtained a real insight into modern American retailing and adapted their methods to their new-found knowledge.

American retailing is high pressure. Its essence is speed, high turnover, rapid flexibility to quickly shifting market conditions. American stores like to have a sizable "open-to-buy". This means that they are reluctant to get too tied up with a heavy inventory in advance of the season. They like to feel out the market a while, see where the demand lies, then hop in and place orders for rapid delivery.

In practice, this type of operation often becomes uncomfortable even for the American manufacturer, and the business press is full of accounts of the tug-of-war between retailers and their resources (manufacturers). Often the manufacturers feel that undue burdens are placed on them, for they are thereby required to work feverishly at some periods, to be slack in others, or to assume the risks of building up a large inventory.

Sometimes the manufacturer's position is so strong with the consumer market that he can dictate some of the terms to the retailer. More often, however, the retailer is in the driver's seat and call the tune.

And one tune he is calling increasingly loudly in these competitive times is *Service*.

For European and other foreign manufacturers who wish to capture a growing share of the American market, this theme is of critical importance.

Off-Base Servicing

Up to now, foreign servicing of American retail needs has been largely in an entirely different realm than what the stores have come to expect from their domestic suppliers—and the United States' relatively low percentage of imports has been an excellent index of how far off base that servicing has been.

The American retailer cannot always count on his foreign resources to provide the quick deliveries and the rapid changes and services. Thus, to many an American buyer, the purchases he makes abroad are his most speculative ones. He usually must commit himself for them longer in advance, must buy a substantially larger proportion of the total he may want in his opening order, and must go into the season with the expectation that should the pattern of demand suddenly change, there will be relatively little he will be able to accomplish with his foreign supplier to keep up with it.

In these facts lie the problem and the opportunity of the foreign producer—a problem because he has the reticence of the American retailer to overcome; an opportunity, because the means are at hand for overcoming it.

Air transportation — international and intranational — is probably the greatest single weapon the foreign producer has at hand to equalize his position with the domestic producer in the American market.

By an ever-widening, judicious use of air transportation, the foreign producer can eventually come to give the same on-the-spot service to the American retailer as the domestic producer. He can bridge the gap in the American buyer's mind between the adaptability the American manufacturer has been offering him and the relative rigidity the foreign producer shows. In an air transportation era, he can be in the same relation to his market as any one else.

In specific terms, this means that he can send representatives to the scene as styles change. He can quickly follow

(Concluded on Page 22)

The Modern Way to Truck a Truck

ONE SHIPPER recently asked us quite innocently: "Do airfreighters really accommodate heavy, bulky shipments—the kind you have trouble fitting into boxcars?" Well, here's visual proof of a 7,000-pound truck, manufactured by the Four Wheel Drive Auto Company, Clintonville, Wisconsin, which was flown from New York to Cairo by Seaboard and Western Airlines. According to J. D. MacDonald, export manager of Four Wheel Drive, the truck was aboard a freight train bound for Newark when the Cairo dealer was notified by the purchaser that the vehicle must be in the Egyptian city within 10 days. Subsequent quantity orders depended on this. What to do? Shipment by steamer was out of the question. So that's where Seaboard came into play. Nine days from the time the truck left the factory it reached Newark and was barged across the Hudson to Pier 19. Friday was deadline, and this was Tuesday morning. Following a minute inspection by Wallace P. Neth, Seaboard's traffic director, the truck's body was detached from the cab (the wheels had been removed earlier), and by nightfall the whole shebang had been transferred to Idlewild where a fork lift hoisted the cargo into an *Airtrader* and steel wire tiedowns lashed it to the aircraft floor. The plane took off at dawn Wednesday, zipped to Luxembourg (via Gander and Shannon) at which point there was a change of crew, and then completed the flight to Cairo after touching at Rome. When the sun rose in Egypt on deadline day, the Four Wheel Drive truck was safely in the capital city, ready for inspection and testing. Shippers are fast learning . . .

"LIFT HER, BOYS"

"EASY NOW, EASY"

"OKAY, TIE HER DOWN"

United States Overseas Air Cargo Services

By N. W. KENDALL

Transportation Division
Office of Domestic Commerce
United States Department
of Commerce

PART II

Third, air express to and from continental United States before the war was transported almost exclusively in passenger-and-mail planes rather than in planes assigned to the carrier of cargo only. In a statement in 1944, the president of Panagra indicated that within the preceding two years that company had inaugurated the first all-cargo commercial service operated by an American airline under Civil Aeronautics Board certification. As late as 1944, Pan American Airways, in presenting its postwar program for service to Latin America before the CAB, indicated that it had not included in its immediate plans any specific provision for special all-cargo planes, preferring to reduce rates on express moving in combination passenger-property service until a volume warranting all-cargo operations could be generated.

Finally, air cargo services between the United States and Latin America were handicapped by an unbalanced traffic flow pattern. Pan American stated in 1944 that, whereas out-bound and in-bound air passenger traffic over a period of years had been approximately the same, and in-bound airmail had approximated 80 percent of the out-bound volume, in-bound air express shipments had constituted only some 25 percent of the out-bound movement.

By way of summary, United States overseas air cargo services developed slowly during the decade prior to World War II and by 1941 still represented a relatively small operation. High rates constituted one of the chief deterrents to wider use of the services, though it is probable that development of mail routes and passenger business overshadowed the promotion of express and freight services and tended to prevent maximum development of the prewar air cargo potential.

(B) WARTIME DEVELOPMENTS

Entry of the United States into the war in December, 1941, marked the turning point in development of the nation's overseas air transport services. From a relatively small-scale commercial enterprise conducted by Pan American and its affiliates, the United States international air transportation system was transformed after Pearl Harbor into a world-wide network of air routes flown intensively by a number of American carriers under military contracts. Key personnel, equipment, and facilities supplied by commercial airlines constituted the nucleus for development of the Air Transport Command (ATC) and the Naval Air Transport Service (NATS); and, until 1946, the airlines' contribution represented the bulk of the total cargo activity of those two military air arms.

The scope of this report does not permit a detailed description of the conversion of the airline industry to a wartime basis or of the varied operations of the airline under military contracts. Only a few of the highlights will be noted.

First, the certificated airlines supplied much of the skilled personnel which enabled the Army and Navy to develop air services which eventually dwarfed the commercial airline system. Although the number of key personnel —trained executives, pilots, navigators, technicians and maintenance men so supplied was relatively small, it was of crucial importance in training additional personnel, furnishing leadership and advice, and occupying major positions in uniform.

Second, a large proportion of the planes operated by the airlines before the war were taken over by the armed forces. Before Pearl Harbor, a peak of 434 planes were being operated commercially by the airlines, divided as follows: domestic—358; transoceanic—10; to Latin America—53; Hawaii—six; and Alaska—seven. On January 1, 1943, that number had been reduced to 256, of which 166 were flying domestically. The remainder were either used directly by the Troop Carrier Command, ATC, and NATS, or turned back to their original owners to carry military traffic under contract to the War and Navy Departments. Similarly, the airports, airways, terminal facilities, and navigational aids used by the airlines became available to the armed services.

Third, some 13 airlines, according to one investigator, engaged in international and territorial operation for the armed forces in addition to furnishing training, maintenance, and other services. Some of those airlines and others operated domestic military cargo services and participated in maintenance and plane modification activities. Only a brief description of the areas served by the 13 airlines operating overseas and some of their cargo activities can be presented here. Pan American routes served as the basis for the network of NATS routes in the Pacific. Contract operations for the Navy were conducted across the Pacific and to Alaska. Pan American's Alaska Sector carried 3,170,000 pounds of cargo to Alaska and the Aleutians in the 23-month period of its contract, September, 1942, through July, 1944. Some 20,000 flights were made during the war by the company's subsidiary, China National Aviation Corporation, across the "Hump" between China and India. In the early months of the war, those flights were China's only link with the outer world.

In transatlantic service, Pan American performed contract operations first for the Army and later, on a larger scale, for the Navy. Between May and December, 1942, the company carried approximately 2,239,500 pounds of cargo to Africa for the Army. On the backhaul, a critically important load was crude rubber. Pan American's Latin American Division operations were highly significant, but were not

(Continued on Page 15)

Planning the Air Freight Terminal

By L. R. HACKNEY • Air Cargo Sales Engineer, Lockheed Aircraft Corporation

PART III

BASIC AIR FREIGHT TERMINAL LAYOUT

In the selection of a basic air freight terminal layout two prerequisites were constantly considered. First, that the arrangement be simple as possible commensurate with efficient and adequate facilities. Air freight, fortunately, does not require expensive and elaborate buildings and ramp areas. Unless the cost of the freight terminal facilities is held to an absolute minimum, the very purpose will be defeated. Every dollar expended in superfluous arrangements and facilities will increase the cost of handling freight across the dock. In each instance, every effort was made to utilize standard components. Building dimensions were chosen which would permit selection of standard truss sections, doors, etc.

The second prerequisite was to provide maximum ramp area and airplane loading stations for a given warehouse and dock area and still spot the cargo planes as close to the dock as possible. Studies of the few existing air freight docks reveal that at least three times as much ramp area is needed as compared to dock and warehouse area.

In confirming the latter prerequisite it will still be found that there are many air freight terminal configurations which appear to have merit. It is obvious that a hexagon, octagon, or circular grouping of buildings will meet this prerequisite.

Modified Octagon Plan: Figure 1 shows one of the first layout plans which was carefully evaluated in our series of studies. This is a modified octagon arrangement offering a unit type of terminal. It was assumed that each unit would be available for lease to an individual airline for their cargo operations.

Advantages:

1. It provided an enclosed loading area for pick-up and delivery trucks. This feature is extremely important for air freight operators frequently have their aircraft damaged by pick-up and delivery trucks when they are allowed on the loading ramp area.

2. It permitted ready access between units on the internal connecting dock for the handling and transfer of interline air freight. The amount of interline freight which is transferred between various operators has already reached a sizeable tonnage.

3. It permitted centralization of all freight activities thus allowing maximum interchange of loading crews as well as the consolidation of numerous other activities in the event it is desired.

4. It required a minimum of acreage for the layout.

Disadvantage:

Insufficient apron loading area for the spotting of airplanes, which allows only two airplanes to be spotted immediately adjacent to each loading dock, was practically the only disadvantage.

Modified Hexagon Plan: Figure 2 shows a modification to eliminate the major disadvantage of the arrangement shown in Figure 1. This is a modified hexagon offering only five units in lieu of eight. The additional frontage area adjacent to the loading apron plus modification to the basic unit and further spacing between units permits the spotting of three airplanes next to each unit.

Modified Tee Plan: Figure 3 might be considered a modified tee arrangement utilizing the same basic units shown in Figure 2. It provides an additional unit as well as space for a freight forwarding building.

Straight Line Plan: In Figure 4 a straight line arrangement of building units is presented. As this is an open layout, so to speak, it permits unlimited addition of units provided the space on the terminal is available. Individual analysis which may be conducted by other terminal organizations in the future may indicate that one of the basic air freight terminal layouts shown in Figures 1 through 4 is better suited for their specific requirements. However, the results of Lockheed's studies indicate the following configuration to be the most efficient.

Lockheed Plan: While this arrangement, shown in Figure 5, still adheres to the general circular grouping principle it shows considerable deviation in other respects.

Building Configuration and Arrangement: Prior to our final selection of a building configuration for what has been termed in this report as the basic "unit," careful attention was was given to the purpose of the structure—"that of housing and providing for the necessary materials handling equipment to efficiently receive and dispense air freight."

Floor Plan Considerations: For economy, only floor plans were considered which would permit the erection of either square or rectangular structures. Standard industrial dimensions were selected as to building width and length.

Rectangular: Figure 6 illustrates the utmost in simplicity. It is a plain rectangular structure, 50 x 200 feet. This would permit airplane loading from three sides and truck loading at the fourth.

Square: In Figure 1 it will be noted that the basic unit was a square building, 100 x 100 feet. However, to provide the maximum of frontal area adjacent to the airplane loading dock, the square building is at a disadvantage.

Modified Square: Figure 7 represents a decided improvement over the plain square structure through the simple expediency of adding smaller square structures which increase the frontal area for airplane loading. Provision of a large number of building corners is of definite benefit for it provides excellent loading points.

Rectangular Vee: It will be noted by Figure 5 that joining of two rectangular structurues at an angle to form an open Vee arrangement was our final selection. The buildings are two 50 foot x 100 foot structures rotated 60 degrees at the short side. This leaves an equilateral triangle 50 feet on a side which is covered to connect to two adjoining structures. This arrangement should be considered as a double unit providing the necessary

(Continued on Page 17)

(REG. U. S. PAT. OFF.)

WHAT had been rumored for a long time came to pass last month when Slick Airways instituted a $30,000,000 damage suit against American Airlines, United Air Lines, and Trans World Airline, charging the three big carriers with a plot to drive Slick out of business. The Air Transport Association and Air Cargo, Inc., were also named in the suit.

According to the complaint, the three carriers are accused of setting freight rates considerably below costs, thereby forcing Slick to run into the red. It stated that AA, UAL, and TWA "were under no compulsion—legal, economic, or otherwise—of making a commercial or financial success of the air freight business," because they have other sources of revenue as well as mail subsidy. Included in the alleged conspiracy to drive Slick out of business were "unlawful rebates . . . threats to Slick customers, actual and potential, of serious business injury unless their accounts were transferred from Slick to one of the carrier defendants . . . the dissemination of false and misleading and harmful propaganda and other destructive tactics."

Although the action claimed that $10,000,000 in damages were sustained, Slick is asking for $30,000,000 under the law which provides for triple damages.

Representatives of American, United, and TWA, who were contacted at presstime by AIR TRANSPORTATION, stated that their companies were studying the official text of the complaint and consequently refused to offer any comment at this time.

* * * * *

As of May 1, shippers in any part of the United States may ship via air express to Honolulu. This new service is the result of an agreement between the Railway Express Agency and Northwest Airlines which operates *Stratocruisers* between Seattle-Tacoma and Hawaii. Air express shipments to Hawaii may be sent prepaid or collect. COD service is also available.

REA reports that February air express shipments were 6.4 percent above the February, 1949 totals. More than 283,000 shipments weighing 5,436,000 pounds were handled that month in nationwide service.

* * * * *

The only one-carrier direct service between New York and Buenos Aires has been inaugurated by Argentine Airlines-FAMA. Intermediate traffic stops are at Belem and Rio de Janeiro, with refueling stops at Trinidad and Havana. Douglas DC-6 equipment is used. North American representative of the airline is Lieutenant Colonel Salviano Ramon Herrera. It is understood that flight frequency will be stepped up within the next few months.

* * * * *

Another new direct nonstop service is Trans-Canada Air Lines' Montreal-New York run. *North Star* equipment is used. The line has been serving New York from Toronto for the past nine years.

According to a foreign air carrier permit granted TCA by the Civil Aeronautics Board on March 14, authority has been given to fly between co-terminals Montreal and Toronto and Port of Spain, via Tampa-St. Petersburg, Nassau, Jamaica, and Barbados. Tentative schedules contemplate two weekly round trips between the Canadian points and Tampa-St. Petersburg. One flight will terminate at Nassau, and the other at Kingston.

* * * * *

Mark off August 19-20 on your calendar, and if you're out Oakland-way don't fail to attend the air freight clinic which will be sponsored by the Aviation Committe, Oakland Chamber of Commerce, in cooperation with the Oakland Board of Port Commissioners, California Aeronautics Commission, the Air Cargo Institute of California, airlines, and aircraft manufacturers. This is the second such event sponsored by the chamber. The clinic will open at the Hotel Claremont, featuring business sessions and a luncheon. On the second day, the several hundred who are expected to attend will repair to Oakland Airport to take in the display and demonstrations of cargoplanes.

* * * * *

KLM Royal Dutch Airlines, whose cargo rates recently dropped some 30 percent, reports the shipment of a 753-pound consignment from the Nurre Company,

Bloomington, Indiana, consisting of two plate glass basketball stops. Consignee was the basketball team of the American School of Languages and Commerce in Istanbul. The shipment was flown on KLM's all-cargo plane which departs from Idlewild every Saturday.

* * * * *

According to American Airlines' annual report, the company's operating expense per revenue ton-mile last year was 46.7 cents, lowest of all the scheduled airlines in the United States.

* * * * *

After five years' absence from the Caribbean islands of Martinique and Guadeloupe, Pan American World Airways will soon resume scheduled flights there. Service had been discontinued when Pan Am dropped its flying boats for landplanes. At that time the islands did not have any airfields.

The recently inaugurated air parcel post service between the United States and Japan guarantees a time-saving of three weeks over surfaceborne shipments.

Included in Pan Am's wide variety of air shipments are a 220-pound sea lion, flown from Miami to Argentina; two marmosets, eight arapongas, six guaras, two urubus, 15 toucans, and 10 cairas, flown from Rio de Janeiro to Miami; the noted English racehorse, Royal Forest, air-hauled from London to New York to Rio de Janeiro; and 33 steel flagpoles (12,112 pounds), from Boston to Caracas.

* * * * *

More than two hours' saving in elapsed time on flights between the United States and Bolivia is the result of Panagra's inauguration of JATO-equipped DC-4 service to La Paz. JATO (jet-assist take-off) units, which are fitted under the wings of the DC-4s, provide the extra power for landing and take-off operations at La Paz's high altitude airport. The new service has forced the retirement of the twin-engined DC-3s.

* * * * *

Through service between Salt Lake City and Edmonton, Alberta, Canada, has been inaugurated by Western Air Lines. Four hours have been cut off the schedules. Convair-Liners are used on the run.

* * * * *

Contrasting with a net loss of $787,474 in 1948, Northwest Airlines came through in 1949 with a net profit after taxes of $1,357,679. Cargo ton-miles shot up from 4,448,819 in 1948 to 9,138,691 last year; cargo revenues showed an increase of 78.5 percent.

* * * * *

Seaboard and Western Airlines' new tariff shows a 20 percent reduction in cargo rates since the international air freight carrier began operating three years ago. Vice President–General Manager Arthur V. Norden pointed out that the savings were brought about in the face of rising costs for fuel, services, equipment, etc. Accumulation of experience in a new field of transportation is what turned the trick, he said. Further:

"A feature of the new schedule is the abandonment of weight breaks for specific commodities under which the shipper of heavier consignments received a progressively lower rate as the shipment weight increased. There is a minimum charge of $15 per shipment. However, the weight break remains for general commodities, the rates for which are substantially higher than for specific commodities. There, the shipper continues to receive a rate approximately 33 per cent lower for shipments of 1,000 pounds or over than for shipments under 100 pounds."

(Concluded on Page 26)

AIR FREIGHT FORWARDERS

ELSEWHERE in this issue will be found the official Civil Aeronautics Board regulations of international air freight forwarders, which became effective April 24, 1950. The CAB's opinion provided for the deferral of Railway Express Agency application, relating to overseas and foreign air transportation, pending the result of negotiations for the establishment of a new air express agreement. This is in conformity with the action previously taken in the domestic air freight forwarder case. The present exemption of REA to provide all air express services now offered to the public is continued. In its opinion the CAB said:

"Although no definitive limitation will be placed upon the number of overseas and foreign air freight forwarders to be authorized, a screening process will be utilized to ascertain that only those applicants receive authorization who are found to meet the requirements of the adopted regulations. Our experience in the domestic field leads us to believe that only a moderate number will qualify. This does not preclude the filing of new applications by other persons who may be interested in the industry and these will be given due consideration in the light of this opinion and the established regulations."

It is pointed out that the new CAB permit limits forwarders to domestic certificated carriers and foreign air carriers, excluding the nonskeds from the field.

Member Harold A. Jones was the only dissenting one on the Board. Vice Chairman Oswald Ryan did not participate.

* * * * *

The March issue of AIR TRANSPORTATION carried a full-page advertisement of Northwest Airlines which included a list of 21 domestic air freight forwarders with whom it was doing business. This was a rather unusual innovation in airline advertising and consequently many an eyebrow was raised over it. We buttonholed Jim Mariner, NWA's director of cargo sales, and put the question to him. Here's the way Jim put it:

"In publicly recognizing and soliciting support of certificated domestic freight forwarders, Northwest Airlines is hopeful of encouraging more active participation in this field on the part of those forwarders who are now able to issue their own paper as indirect carriers. Also, that additional forwarding concerns will now undertake the investment in the development of volume domestic air freight traffic. Northwest now enjoys full support of the many IATA-approved freight forwarders who booked approximately 65 percent of our international business to Alaska and the Orient in 1949."

Lest anyone gets the idea that Northwest is plugging a few against the field, it should be pointed out that the airline's sympathies were with the forwarders at a time when recognition was a big question mark and most of the forwarders' activity was in Washington legal battles. We asked several forwarders for their reactions to the ad, and nearly without exception they showed distinct enthusiasm. As one phrased it:

"Well, at least it proves that the airlines are beginning to view us as we really are."

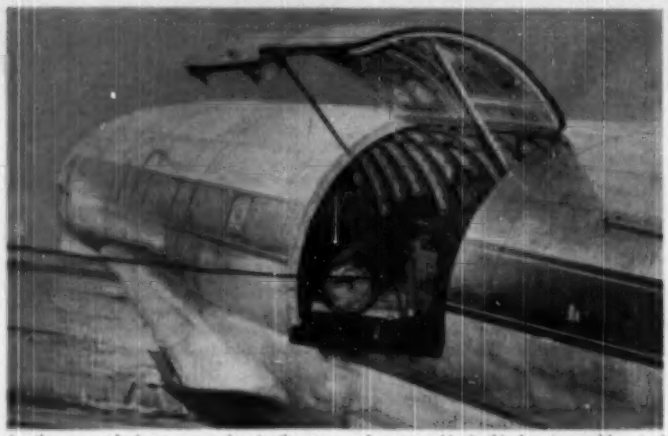
* * * * *

The Educational Group of the Women's Traffic Club, Philadelphia, recently heard an address by Charles J. Willimann on the subject, *Air Transportation and Foreign Freight Forwarding*. Willimann was formerly connected with Eastern Air Lines and Winged Cargo, Inc.

* * * * *

Industry news notes:

▶ **Sun Transporters, Inc.**: Frank E. Straatemeier has been named manager of Sun's European and Far Eastern Division, according to an announcement by Franklyn Sheps, president. Both the air and marine departments of this division will be developed by Straatemeier. His professional background includes affiliation, with Hollandsche Stoomboot Mij, Holland Ameri-



Another case of air cargo coming to the rescue of a steamship is this four-ton rudder stock (shown above) which was flown from Baltimore to the Todd Shipyards at Seattle where a vessel of the American Mail Line was laid up for repairs. The Seattle office of the air freight forwarding firm, Global Air Cargo, handled the shipment which was hauled to the West Coast by the Flying Tiger Line. Global, which received the first call late Friday night, made arrangements for the pick-up in Baltimore on Saturday morning. Final delivery to the shipyards took place Sunday morning. Overnight service meant considerable savings.

ca Line, and KLM Royal Dutch Airlines. During the war he served in the European Theatre with the United States Army. **Sun** is located at 45 White Street, New York.

▸ **United Nations Shipping Corporation:** This firm, located at 303 Fourth Avenue, New York, has been appointed official United States representative for the Fair of Padua, Italy.

▸ **United Forwarders Service:** Hans O. Tischer, president, has issued a survey report on air cargo agencies and has come up with five recommendations, including (1) the airlines' discontinuation of agency agreements "with all agents who have only an occasional air shipment;" (2) discontinuation of agency agreements with those forwarders who do not push the air cargo business and whose shipments are gathered "without effort of solicitation;" (3) limiting the number of agents "to a specified number per capita;" (4) increasing commissions from the present five percent to 10 percent, "with a minimum of $1 commission per shipment, when the agent has issued the corresponding airwaybill;" and (5) doing away with the airlines' "practice of issuing airwaybills in competition with the agents, or that if they must so continue, assess a fee that would encourage shippers to avail themselves of the services of agents." The firm's headquarters are at 23 Beaver Street, New York.

▸ **Peter A. Bernacki Interests:** The Metropolitan Division, which is headed by William J. Kealey, has shown a very substantial increase in its domestic air freight shipments. Streamlined facilities at the company's new quarters at 140-2 West Broadway, New York, have had their effect. Kealey reports the acquisition of two more men to the Metropolitan Division who will operate the maritime department: Howard Sharrott and A. Rosario. Sharrott has had wide experience in the transportation industry, and for five years was connected with D. C. Andrews and Company, Inc. Rosario is the Division's Latin American expert, concentrating on Central and South American shipments.

Philadelphia headquarters of Bernacki report a sharp increase in air freight traffic to Central and South America and the Netherlands West Indies. Newest member of the staff (also on the maritime end) is Howard Hays.

U. S. OVERSEAS AIR CARGO SERVICES

(Continued from Page 10)

conducted under outright contract to the military. The company's affiliate, Panagra, performed contract cargo services for ATC in addition to commercial services. Its express revenue rose from $207,000 in 1941 to $1,108,000 in 1943, reflecting traffic increases stemming from disruption of steamship service between the United States and the west coast of South America and diversion of commercial traffic from the highly strategic air routes along that continent's east coast.

The domestic airlines also performed vast quantities of overseas service for the armed forces, Braniff and Eastern to the Caribbean and Latin American areas; American and TWA predominantly in transatlantic service; United to Australia and Alaska; Northwest and Western to Alaska; Northeast to Greenland and Iceland; Colonial to Canada; and American Export to the British Isles and Brazil. Three of those lines—American, United, and TWA—together with Pan American, performed a total of more than 20,000 transocean flights covering more than 100 million miles.

Table 4 indicates the wartime growth in air cargo transport and the contribution of the contracting airlines to the total volume of cargo service performed. It should be mentioned that, while the greater part of the ton-mileage shown in the table is accounted for by delivery of military supplies to and within combat areas, part of the traffic represents the transport of strategic raw materials urgently needed for war production in the United States. Examples are mica for insulation in radios and aircraft magnetos; quartz crystals for radio oscillators; tantalite for electronics and other purposes; columbite for stainless steel; beryllium for aircraft engines and essential copper alloys; industrial diamonds for special dies and cutting tools; and rare drugs.

Table 4 (next issue) reveals that in the peak year 1945 the ATC and NATS performed approximately 1.1 billion ton-miles of cargo service (including mail), the greater part of which was overseas rather than domestic. The contracting airlines' contribution to the total cargo and mail ton-miles decreased from approximately 79 percent in 1942 to 15 percent in 1947. In 1944 the civilian airlines handled approximately 195

million ton-miles of cargo and mail in world-wide service under contract to ATC and NATS, a total many times as high as the prewar volume of cargo and mail traffic moved by the Pan American Airways System. It is evident that the war provided the first real experiment with large-scale overseas air cargo service, and in the case of the domestic airlines, their first appreciable experience in transocean flying. Moreover, it is known that the tremendous expansion of air transport services during the war was accompanied by various types of advances which have proved of benefit to commercial airlines since the termination of hostilities. The following paragraphs attempt to outline briefly the major aspects of the contribution of wartime experience to the development of postwar United States overseas air cargo services.

The war demonstrated conclusively the feasibility of moving large quantities of a wide variety of goods by air in transoceanic service. It is true that transpacific express services had been conducted for several years prior to 1942, but the volume of goods carried was small and represented a small proportion of total traffic. Certain airlines, notably Panagra and Transportes Aereos Centro Americanos, S. A. (TACA), had performed a considerable volume of all-cargo service in Latin America before the war, but the distances flown were usually relatively short. Until the establishment of a global network of air routes, many flights over which carried cargo exclusively, the quantitative and qualitative potentialities of the airplane as a transporter of commodities to foreign points were not fully realized.

Closely related to virtual discovery of the utility of air transport in transoceanic air cargo service was the experience accumulated during the war in the operation of such services. The significance of that experience in enhancing postwar air cargo development can hardly be overemphasized. Training received by personnel of the military air services provided the incentive for organization of commercial air freight enterprises directed and staffed by skilled personnel. Illustrations of wartime experiential benefits were increased knowledge concerning transoceanic piloting, navigation, and communication; development of improved methods of cargo handling, loading, stowing, and unloading; advancements toward more economical packaging of air cargo; and improved aircraft maintenance methods.

In addition to knowledge and skills, new scientific products of value to international commercial aviation were developed during the war. Notable among such products was Loran, now a standard navigational aid for long-distance over-water flights.

Another development of direct value to commercial aviation was the construction by the United States military forces of airports at many points throughout the world and the establishment of radio ranges and other aids to navigation at those points. Within two years after VJ-Day, most of those airports had been turned over to local governments with provisos that the respective governments maintain the airports in operation, make them available to all classes of aircraft, and conduct airport communications in English as well as in the local language. Thus United States-flag carriers now have access to many more airports than would have been available before the war. In addition to construction of airports, improvements, such as equipping airports for night operations, were made by the United States and other countries.

(Continued Next Month)

International Fairs

Brussels: April 29-May 14
Poznan: April 29-May 14
Paris: May 13-29
Izmir: August 20-September 20
Bari: September 6-21
Vienna: September 10-17
Utrecht: September 21-October 5

GUEST EDITORIAL

(Continued from Page 7)

years will be reflected in mounting benefits to shippers.

This summer, with the delivery of five new DC-6s and the conversion of four passenger DC-4s into all-cargo planes, the daily cargo lift of United Air Lines will reach an all-time high of 675,000 pounds. Our Cargoliner fleet will consist of 11 DC-4s and 13 DC-3s. Further expansion of the total cargo lift will come early next year with delivery of six larger DC-6Bs.

This increased lift, combined with experience, enhanced standards of service and improved sales techniques, assures air cargo transportation of retaining its recognized position as America's fastest growing industry.

Fly Your MAIL
Fly Your FREIGHT
Fly Your EXPRESS

AIR FREIGHT TERMINAL

(Continued from Page 11)

facilities for two freight operators or as a consolidated freight terminal.

Floor Area: Each wing of the Vee shaped building provides 5000 square feet of enclosed warehouse area plus necessary office space. With space for the handling of a maximum of four cargo transports simultaneously, it can be seen that 5000 square feet of enclosed warehouse area is far from excessive. Table A gives the total cargo floor areas as well as cargo volumes for various airfreighters. It will be noted that some of these airplanes contain over 1000 square feet of cargo floor area within their fuselage.

Volume: The required volume within the warehouse will seldom be a factor as the structures discussed have sufficient storage volume to assure a holding capacity more than equivalent to the normal airfreighter handling capacity of the terminal. The interior height of the warehouse must be sufficient to permit the use of fork-lift trucks within the building. The clearance must also be sufficient to permit installation of an interior drag line conveyor type system. Seldom is cargo loaded in an airfreighter higher than 6½ feet. Therefore, it may be considered that ample floor area rather than volume inside the warehouse will be the critical factor.

Elevation Plan: The floor height of the freight warehouse and loading dock in relation to the airplane door level influences the cargo loading costs. At this point, the importance of selection of proper dock height cannot be too strongly emphasized. The increased cost of constructing a terminal with a high dock will more than be offset by the additional revenue which will return from an efficient and low operating cost facility. When considering floor height for the terminal structure three basic levels were evaluated, as shown in Figure 9.

Ground Level—The terminal is constructed at ground level. With this arrangement all cargo must be raised by some mechanical means to both the airplane and the truck.

Truck Height Level—The floor of the terminal is raised to a height of approximately four feet from the ground or truck level height. This offers some advantage over a ground level installation, however, it would still require that cargo be raised to airplane floor level height.

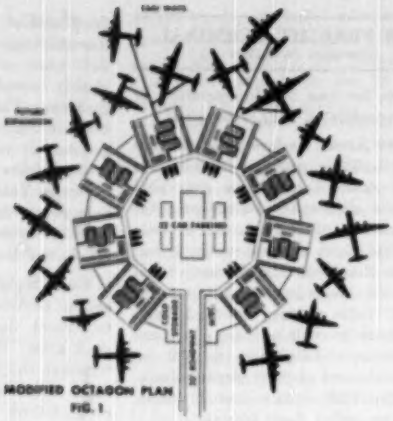
Airplane Height—Selection of a floor level close to the height of the floor level of the majority of the commercial cargo planes in operation today (and in the immediate future) greatly simplifies the floor loading problem. The dock chosen by Lockheed is located 100 inches above the ground. It will be observed from the door heights of the freight planes shown in Table B that this height permits nearly level loading of the Lockheed *Constellation*, Douglas DC-6A and DC-4, and the Curtiss C-46.

Roof Height: Roof height is not a serious consideration unless it is elected to extend the roof over the loading dock area. This has been done in the terminal chosen from our studies. In order to provide the maximum of covered aircraft and truck dock area, it was considered highly desirable to extend the roof to the edge of the respective docks. This was accomplished with cantilever trusses.

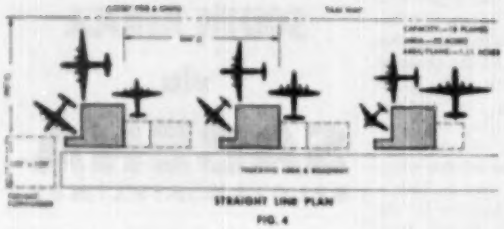
Loading Apron Layout: In surface transportation the railroad box car is located parallel and adjacent to the car loading dock. In truck transportation, it is the normal procedure to locate the rear end of the truck at right angles to the truck dock. In air transportation, spotting the airplane next to the airplane loading dock presents a problem due to the wings and tail surfaces. Extension of the wings over the loading dock area is both a dangerous and difficult practice for the surfaces are exposed to damage from fork-lift trucks and other movable equipment on the dock. To overcome this difficulty it was elected to spot the "Inner" positions as close to the airplane loading dock as possible without the wing tip extending over. The resulting gap was bridged with a loading ramp which is extendable and pivots from the dock side.

Location and Spacing of Cargo Plane Positions: The basic air freight terminal layout Lockheed has selected permits the location of four cargo planes around each wing, or a total of eight planes around a complete unit. As this layout will permit numerous combinations of airplane loading positions which can be readily accommodated with the extendable and pivotable loading ramp, it is difficult to recommend a standard loading position arrangement. Some operators will prefer to locate their airplanes parallel to the loading dock while others will choose to spot their airplanes at an angle. It appears preferable, therefore, to work out final airplane spotting positions after the construction of the terminal. It will be found that some operators will prefer to spot their airplanes by tractor, others will taxi

Various Aspects of the Modern AIR FREIGHT TERMINAL



MODIFIED OCTAGON PLAN
FIG. 1



STRAIGHT LINE PLAN
FIG. 4

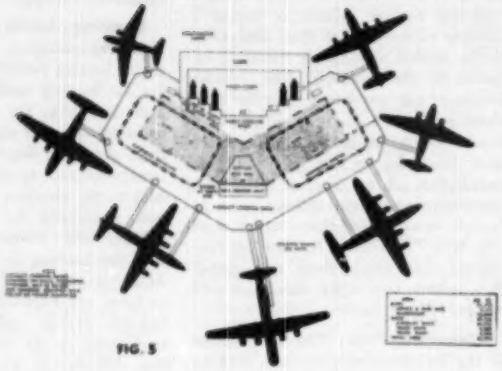


FIG. 5

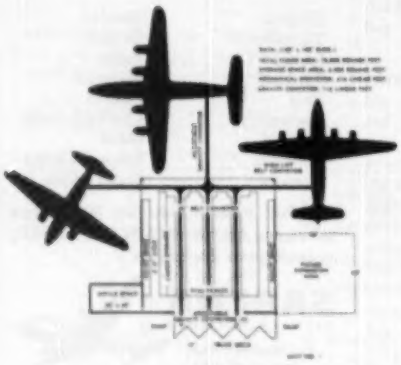


FIG. 7

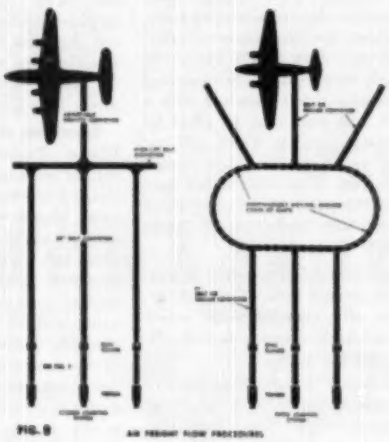
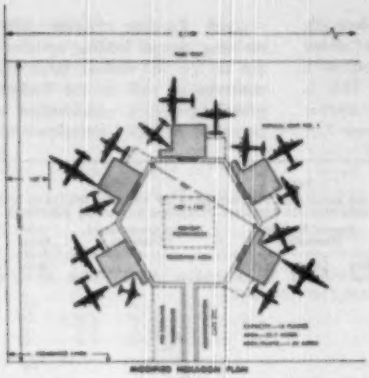
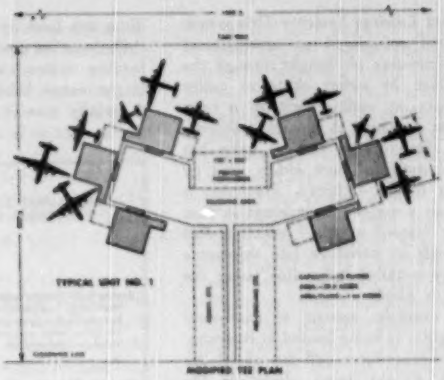


FIG. 8

into position. This latter procedure will require caution in the event there are other airplanes in position as well as the chance of damaging light density air freight which is exposed to the propeller blast on the airplane loading dock.

It is recommended that sufficient additional apron area be allocated outside the row of ramp loading positions to allow for a second row. Normally, these positions will only be used during emergency when the terminal would be operating at an overload capacity.





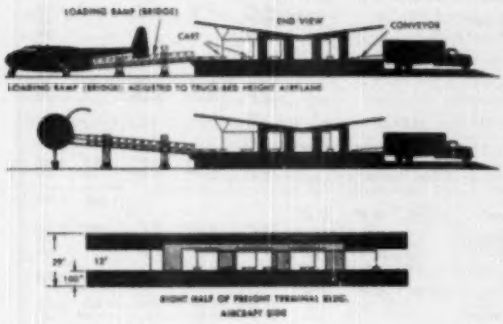


FIG. 5A

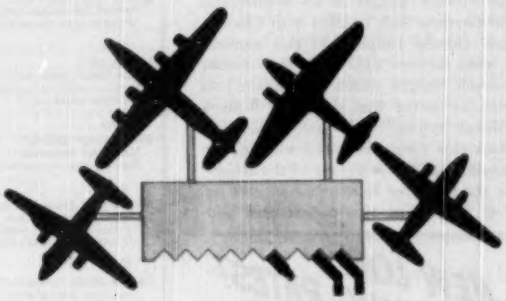


FIG. 6

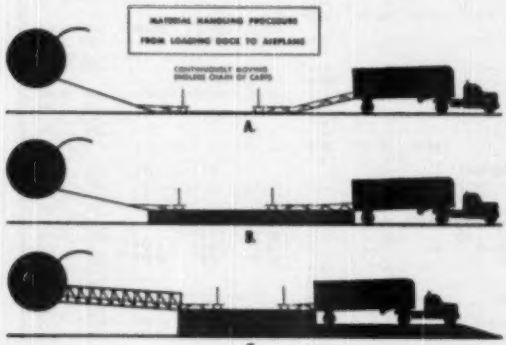


FIG. 9

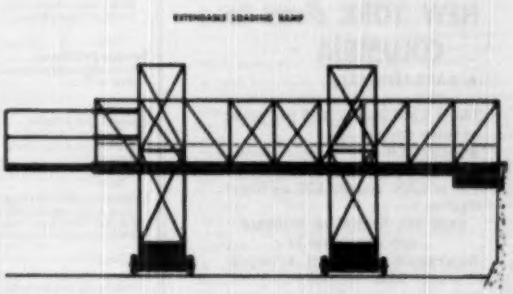


FIG. 10

Material Handling: The material handling arrangement was closely coordinated with the overall terminal layout. The most efficient warehouse, loading docks, and ramp layout is of little value unless it is furnished with the proper material handling equipment. After studying existing methods of air freight loading, it was determined that basically two types of loading systems should be considered. One we have referred to as a "Closed Loading System" and the other, an "Open Loading System." Both are shown in Figure 8.

Closed Loading System—This system has been considered an arrangement which transfers air freight through the warehouse by either skate or roller conveyors, an endless belt, or a combination thereof. A system involving roller conveyors or endless belts has been to date the most widely used by the air freight industry. However, it possesses a major disadvantage in that it is a "closed system," which makes it difficult to introduce late shipments into the so-called "pipe line" once the system is filled.

For example, assume an eastbound airfreighter is being loaded at Burbank. Present procedures call for all of the Newark freight being placed in the forward compartment followed in order by the Chicago, Omaha and Denver freight. In other words, "last off" freight is loaded first. It is quite conceivable there will be instances when the Newark freight is all loaded and the conveyor belt is filled with Chicago then Omaha freight. At this moment a truck arrives with some last minute Newark freight which it is desired to load on board the airplane. With a "closed system" it is not possible to place this cargo on board without disrupting the flow sequence of the freight on the conveyor line, or as an alternative, by-passing the system and handling the load by pallet and fork-lift.

Our studies disclose that the "closed loading system" normally requires a larger cargo handling crew. This is especially true if a multiple conveyor line is used as is shown in Figure 7.

Open Loading System—After examining several loading systems which are in use by various large trucking concerns as well as the Railway Express Agency, a combination of the improved handling techniques of their

TABLE A

DIMENSIONAL DATA, CARGO FLOOR AREA AND VOLUME DATA OF VARIOUS MILITARY AND COMMERCIAL CARGO TRANSPORTS FOR AIR FREIGHT TERMINAL PLANNING PURPOSES

	General Airplane Dimensions			Cargo Compartment Dimensions			Total Cargo Floor Area Sq. Ft.	Total Cargo Volume Cu. Ft.
	Wing Span	Length Overall	Height Overall	Length	Width	Height		
Boeing C-97 "Stratofreighter"	141' 3"	110' 4"	38'3"(26'7")					
Main cargo compartment				68' 3"	10' 0"	9' 0"	667	4,330
Forward lower cargo compartment				18' 3"	9' 6"	6' 0"	126	970
Aft lower cargo compartment				34' 6"	9' 6"	6' 0"	91	706
Stowage compartment				12' 0"	9' 6"	5' 0"	63	360
Total							945	6,366
Chase C-122 "Avitruc"	66' 4"	56' 7"	21' 6"					
Main cargo compartment				27' 6"	7' 6"	6' 6"	200*	1,370
Total							200*	1,370
Chase C-123	110' 0"	77' 0"	32' 8"					
Main cargo compartment				36' 0"	9' 3"	6' 3"		3,370
Total								3,370
Curtiss Wright C-46 "Commando"	108' 0"	70' 4"	23' 0"					
Main cargo compartment				48' 0"	9' 10"	6' 8"	384*	2,300
Forward lower cargo compartment				12' 4"				197
Aft lower cargo compartment				11' 10"				238
Total								2,735
Douglas DC-3	95' 0"	64' 5"	16' 6"					
Main cargo compartment				37' 0"	7' 6"*	6' 6"*	300*	850*
Forward cargo compartment				6' 3"	7' 6"*	6' 6"*		267
Aft cargo compartment								
Total								1,087
Douglas C-47 "Skytrain"	95' 0"	64' 5"	16' 6"					
Main cargo compartment				30' 0"	7' 6"*	6' 6"*	212	1,000
Forward cargo compartment				6' 3"	7' 6"*	6' 6"*	41	130
Total							253	1,160
Douglas C-54 (DC-4) "Skymaster"	117' 6"	93' 5"	27' 7"					
Main cargo compartment				57' 4"	9' 10"	7' 0"	450*	3,000
Forward lower cargo compartment				12' 8"		2' 7"		120
Aft lower cargo compartment				14' 9"		2' 7"		150
Total								3,270
Douglas DC-6A "Liftmaster"	117' 6"	100' 7"	29' 0"					
Main cargo compartment				67' 11"	9' 10"	7' 0"	542	4,280
Forward lower cargo compartment				21' 0"	6' 0"	2' 6"	126*	267
Aft lower cargo compartment				20' 2"	6' 2"	2' 7"	160*	300
Total							828*	4,847
Douglas C-74 "Globemaster"	173' 3"	124' 2"	43' 9"					
Main cargo compartment				73' 0"	11' 7"	9' 0"	873	6,500
Forward lower cargo compartment				11' 0"				615
Center lower cargo compartment				8' 4"				
Center wing cargo compartment				9' 11"				
Aft lower cargo compartment				6' 9"				
Total								7,115
Douglas C-124	173' 3"	127' 3"	48' 3"					
Main cargo compartment				77' 0"	13' 0"	12' 10"	800*	10,000
Auxiliary upper deck				40'*	13' 0"		615*	
Total							1,415*	10,000
Fairchild C-82 Packet	106' 6"	77' 1"	27' 4"					
Main cargo compartment (cargo hold)				39' 0"	8' 9"	8' 5"	509	2,584
Rear section							42	315
Total							551	2,916
Fairchild C-119 Packet	106' 6"	77' 1"	26' 4"					
(Improved version)								
Main cargo compartment (cargo hold)					8' 9"	8' 3"	351	3,016
Rear section							28	179
Total							379	3,095
Lockheed C-121A All-Cargo Constellation	123' 0"	95' 1"	23' 0"					
Main cargo compartment				64' 1"	10' 0"		641	3,750
Forward lower cargo compartment				14' 7"	6' 2"	2' 0"*	70	134
Aft lower cargo compartment				24' 9"	6' 9"	2' 0"*	170	280
Total							755	4,164
Lockheed 949 Cargo Constellation	123' 0"	116' 1"	23' 0"					
Main cargo compartment				83' 2"	10' 9"		744	5,000
Forward lower cargo compartment				28' 4"	6' 2"	2' 0"*	116	317
Aft lower cargo compartment				32' 5"	6' 9"	2' 0"*	176	429
Total							1,036	5,746
Northrop C-125 "Raider"	67' 0"	67' 1"	21' 9"					
Main cargo compartment				39'3"(24'1")	10' 0"	6' 6"*	.....	1,820
Total								1,820

Note: 1. Under "cargo compartment dimensions," the figures given are maximum lengths, widths and heights. As the fuselage configurations in many instances are elliptical or cylindrical, the width and height will naturally not be constant throughout. In the tabular form as presented here it is not practical to show tapering dimensions.

2. Asterisks denote figures which are either estimates or approximates, and their accuracy has not been verified.

3. Where spaces are blank, information was not available.

respective handling systems was selected. This is what we have termed the "Open Loading System." This system utilizes an endless overhead chain conveyor which is continually moving in an oval flow pattern. The chain conveyor, hung from the ceiling of the warehouse, tows both empty and loaded hand trucks at a speed of approximately three miles per hour.

Cargo is received from the delivery truck and off-loaded by gravity down a conventional skate or roller conveyor. A section of the conveyor is attached on a dial weight scale. Incoming shipments are then weighed, marked and transferred to the moving trucks as they pass by. It is the normal procedure to have trucks, marked with the various cities along the route, interspersed throughout the revolving drag line. There may be as many as eight to ten trucks receiving cargo for one city segregated throughout the endless circuit.

Upon reaching the airplane dock side, the freight is either transferred to another roller conveyor and then into the airplane or the trucks are disconnected from the overhead chain conveyor and wheeled over the extendable ramp into the airplane.

The "open system" expedites the sorting and distribution of freight. It allows interspersing of cargo at any time within the flow pattern. The improved handling technique affords an extremely versatile arrangement in that it permits selection of several different methods of handling freight through the system.

One such method is that just described. Another alternate would be to spot the cargo hand trucks on each side of the roller conveyors on the truck dock. The incoming freight from the motor truck would then be loaded directly onto the hand carts. As these carts are filled they would be hooked on the overhead chain conveyor, which is actually a movable storage unit. When the airplane is available for loading the hand trucks would be detached and pushed into the airplane. The hand trucks, which are used in conjunction with the overhead chain conveyor, are actually nothing more than pallets on wheels. The mast or trolley, an integral part of the hand truck, is constructed in three sections and is telescopic and can be retracted to a height of approximately 48 inches. This assures the passage of the hand truck through the airplane cargo doors with ample overhead clearance. Brackets are attached to the underside of the hand truck bed to receive the prongs of any standard fork-lift truck. The hand truck then becomes a pallet and is used in conjunction with a fork truck. For heavy or oversized shipments it may be found desirable to by-pass the materials handling system and load directly off the motor truck at the truck dock down the ramp and into the airplane. This operation would be handled by using the hand truck as a pallet and transporting it by a fork truck.

External Handling Equipment—In Figure 9 three possible material handling flow levels from truck receiving dock to the airplane are shown. Sketch C, which handles all freight at approximately airplane floor height, shows the level we have selected. The main link in this arrangement is provided by an extendable loading ramp (or bridge), shown in detail in Figure 10. This loading ramp provides the following features:

1. *Extendable in Length*—Exact spot-

TABLE 8
CARGO DOOR SIZES AND HEIGHT ABOVE GROUND FOR VARIOUS MILITARY AND COMMERCIAL CARGO TRANSPORTS

	Height Door Sill Above Ground	Door Dimensions or Opening: Height or Breadth Fwd., Aft	Door Dimensions or Opening: Width or Length	Location
Boeing C-97 "Stratofreighter"				
Main cargo opening	6' 6"	9' 0", 9' 11"	11' 11"	Bottom fuselage—rear
Forward lower cargo compartment door	4' 10"	3' 0"	3' 10"	Lower left side—forward
Rear lower cargo compartment door	4' 5"	4' 0"	3' 11"	Lower left side—aft
Chase C-121 "Avitruc"				
Main cargo opening (ramp)	....	....	7' 0"*	Bottom fuselage—rear
Chase C-122				
Main cargo opening (ramp)	....	....	....	Bottom fuselage—rear
Curtiss Wright C-46 "Commando"				
Main cargo door	5' 0"	6' 1", 5' 7"	5' 0"	Left side—aft
Forward belly compartment cargo door	....	3' 0"	3' 0"	Lower left side—forward
Rear belly compartment cargo door	....	3' 0"	3' 0"	Lower left side—aft
Douglas DC-3				
Main cargo door	4' 0"	4' 6"	3' 1"	Left side—aft
Rear cargo door	....	1' 11"	2' 4"	Left side—aft
Douglas C-47 "Skytrain"				
Main cargo door	4' 8"	5' 3"	8' 0"	Left side—aft
Douglas C-54 (DC-4) "Skymaster"				
Main cargo door	5' 0"	5' 6"	7' 9"	Left side—aft
Forward belly compartment cargo door	7' 6"*	2' 6"	3' 0"	Lower left side—forward
Rear belly compartment cargo door	7' 6"*	2' 6"	3' 0"	Lower left side—aft
Douglas DC-6A "Liftmaster"				
Main cargo door	5' 11"	6' 6"	10' 4"	Left side—aft
Forward cargo door	5' 10"	5' 7"	7' 7"	Left side—forward
Forward belly compartment cargo door	7' 0"*	3' 0"	3' 1"	Lower left side—forward
Rear belly compartment cargo door	7' 0"*	3' 0"	3' 1"	Lower left side—aft
Douglas C-74 "Globemaster"				
Main cargo elevator opening	....	11' 8"	11' 6"	Bottom fuselage aft of wing
Forward main cargo door	....	....	11' 0"*	Left side—forward
Douglas C-124				
Main cargo door	....	11' 9"	11' 4"	Nose
Elevator opening	13' 0"*	7' 8"	13' 4"	Bottom fuselage aft of wing
Fairchild C-82 Packet				
Main cargo door	6' 0"	5' 5"	5' 5"	End—rear
Forward cargo door	6' 0"	6' 0"	3' 3.5"	Left side—forward
Fairchild C-119 Packet (improved version)				
Main cargo door	6' 0"	5' 5"	5' 5"	End—rear
Forward cargo door	6' 0"	5' 0"	3' 3.5"	Left side—forward
Lockheed C-121A All-Cargo Constellation				
Main cargo door	5' 9"	6' 0"	5' 1"	Left side—aft
Forward belly compartment cargo door	7' 11"*	1' 10"	3' 8"	Nose wheel well
Aft belly compartment cargo door	5' 6"*	2' 0"	3' 4"	Bottom fuselage—aft
Lockheed 649 Cargo Constellation				
Main cargo door	5' 9"	6' 0"	5' 1"	Left side—aft
Forward cargo door	10' 0"	6' 0"	8' 0"	Left side—forward
Forward belly compartment cargo door	7' 11"*	1' 10"	3' 8"	Nose wheel well
Aft belly compartment cargo door	5' 6"*	2' 0"	3' 4"	Bottom fuselage—aft
Northrop C-125 "Raider"				
Main cargo door (ramp)	5' 0"	6' 6"	9' 0"	Bottom fuselage—rear

Note: 1. Asterisks denote figures which are either estimates or approximates, and their accuracy has not been verified.
2. Where spaces are blank, information was not available.

ting of the airplane is not necessary. This feature permits adjustment of the ramp to the required length.

2. *Adjustable in Height* — Varying door heights can be readily accommodated.

3. *Pivotable through 180 degree arc* from airplane dock side. This allows the airplane to be spotted at various angles other than parallel to the airplane loading dock.

4. *Movable* to any desired location along the airplane loading dock. A track is provided in the front face of the airplane loading dock allowing the extendable ramp to travel along its length.

5. *Dual Material Flow Provisions*— The ramp is equipped with sections of roller conveyors attached to one side of the guard rails. The conveyor can either be left in position to handle freight or swung against the side thus clearing the ramp floor for hand truck use.

CONCLUSION

It is recognized that the features of the air freight terminal Lockheed has selected are tailored to the handling and loading requirements of the cargo transports with high cargo floors. Our decision in this case was influenced by the fact that practically all commercial cargo transports in operation today and in the near future will be of this type. Therefore, to offer the most efficient facility to load these airplanes, their basic loadability features were given first consideration. It is to be expected, therefore, that the dock is higher than necessary to accommodate an airplane with a truck level floor. However, with slight modification to the external cargo handling equipment this type of cargo transport can be accommodated.

It is hoped that this study will accomplish its aim and stimulate the interest and thinking in air freight terminal requirements. It may be that coordination with the military services will indicate that it would be wise to compromise some of the features which we have adopted in order to provide a terminal that will readily meet the needs of all. Only further study and cooperation by all interested in this subject will provide the answers to this question.

It is felt that all cargo experts are unanimous in recognizing the urgent need to mechanize every possible operation of cargo handling in order to obtain maximum economy and to expedite loading procedures.

THE END

EUROPE'S AIR ROAD

(*Continued from Page 8*)

up the visits with models or samples, and then come through with rapid deliveries of the moderate quantities the American buyer will probably require in each shipment. He can thus remove the feeling the domestic merchant often has — that he is "choked up" with

foreign goods and that he is taking something of a gamble. He can become all of a piece with the rest of the buyer's operation, and not a thing apart.

As the economics of air transportation have demonstrated, this is an entirely feasible possibility. So much of European consumer goods is ideally fitted for air transportation — light, stylish, lightly packaged. And, of course, with a general increase in air traffic and the eventual development of a more economical airfreighter, rates should decline, too. Further, the American buyer will often be willing to pay some premium in price for top-grade service, and may be willing to take a somewhat smaller markup than the very large one he often takes now on much of his foreign goods.

Thus, air transportation has before it the possibility of unique, pioneering, and profitable service. International airlines, particularly, backed up by foreign trade groups and Government officials, have the obligation to teach the foreign producer the facts of life about American retailing, and to show him how the Air Age can help him meet its needs of flexibility and speed.

THE END

Official CAB Regulations of

INTERNATIONAL AIR FREIGHT FORWARDERS

(Effective April 24, 1950)

PART 297—INTERNATIONAL AIR FREIGHT FORWARDERS

Definition

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297.31 Payment of transportation charges.
297.32 Non-applicability.
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Definitions

§ 297.1 **International air freight forwarder.** An "international air freight forwarder" shall be defined to mean any citizen of the United States which engages indirectly in overseas or foreign air transportation of property only and does not engage directly in the operation of aircraft in air transportation, and which, in the ordinary and usual course of its undertaking, (a) assembles and consolidates or provides for assembling and consolidating such property, or performs or provides for the performance of break-bulk and distributing operations with respect to such consolidated shipments, or both, (b) assumes responsibility for the transportation of such property from the point of receipt to point of destination, and (c) utilizes for the whole or any part of the transportation of such shipments, the services of a direct air carrier or foreign air carrier subject to the Act.

Classification and Exemption

§ 297.6 **Classification.** There is hereby established a classification of air carriers to be designated as "international air freight forwarders," which consists of all international air freight forwarders as defined in § 297.1.

§ 297.7 **Exemption.** Subject to the other provisions of this Part, international air freight forwarders which are within the classification established in § 297.6 are hereby relieved from the provisions of Title VI of the Act, and from the following provisions of Title IV of the Act:

(a) Subsection 401(a);

(b) Subsection 404(a) only insofar as it relates to joint rates, fares, and charges, and divisions thereof;

(c) Subsection 405(c);

Provided, That no provision of any rule, regulation, term, condition or limitation prescribed pursuant to subsections 407(a) or (d) shall be applicable to such forwarders unless such rule, regulation, term, condition or limitation expressly so provides. Except to the extent that exemption is granted herein, international air freight forwarders are subject to all provisions of the Act and regulations issued pursuant thereto to the extent that such provisions are by their terms applicable.

§ 297.8 **Duration.** The temporary authority provided by this Part shall continue in effect until such time as the Board shall find that the exemption accorded herein is no longer in the public interest, but in no event longer than 5 years and four months from the effective date of this Part.

Limitations and Conditions

§ 297.11 **Use of aircraft.** In respect to operations conducted pursuant to the authority provided in this Part no international air freight forwarder shall ship property by air in overseas or foreign air transportation except upon aircraft operated in scheduled common carrier service by air carriers or foreign air carriers under certificates of public convenience and necessity or under foreign air carrier permits issued by the Board.

§ 297.12 **Prohibition on operations unless tariffs are observed.** No international air freight forwarder shall ship property as an air carrier in overseas or foreign air transportation unless it pays the direct air carrier or foreign air carrier transporting such property the rates and charges specified in the currently effective tariffs of such direct air carrier or foreign air carrier for such transportation; and no such forwarder shall demand, collect, accept, or receive, in any manner or by any device, directly or indirectly, or through any agent or broker, or otherwise, any portion of the rates or charges so specified in the tariffs of such direct air carrier or foreign air carrier, and shall not demand, accept, or receive, either directly or indirectly, any privilege, service or facility except those specified in the currently effective tariff of such air carrier or foreign air carrier.

§ 297.13 **Retention of certain officials prohibited.** No international air freight forwarder shall have or retain, as an owner, partner, officer, director or stockholder holding a controlling interest, any person who was, or is affiliated in any of said capacities with another international air freight forwarder, air freight forwarder, or irregular air carrier if the letter of registration or exemption privilege of such carrier or forwarder was suspended or revoked by the Board on account of acts or omissions which occurred during the time of such connection, unless it has first been shown to the Board by such forwarder, and the Board finds, that the public interest and such forwarder's intention and ability to conform to the provisions of the Act and requirements thereunder will not be adversely affected thereby.

Letters of Registration

§ 297.16 **Necessity for Letter of Registration.** No person shall engage in overseas or foreign air transportation pursuant to the exemption granted by this Part unless there is in force with respect to such person a letter of registration issued by the Board pursuant to this part.

§ 297.17 **Application.** Any person other than those specified in § 297.22 desiring to engage in operation as an international air freight forwarder may apply to the Board for a letter of registration pursuant to this part. Such application shall be submitted in duplicate in letter form, shall be certified to by a responsible official of such carrier as being correct, and shall contain the following information: (a) date; (b) name of international air freight forwarder; (c) mailing address; (d) location of principal office; (e) if a corporation, the state of incorporation, the name and citizenship of officers and directors, and a statement that at least 75 percent of the voting interest is owned or controlled by persons who are citizens of the United States or one of its possessions; (f) the names of the largest stockholders, not exceeding 20, who hold, individually, directly or indirectly, 1 percent or more of the voting capital stock of the applicant; (g) if an individual or partnership, the name and citizenship of the owner or partners, and a statement of the respective interests of each; (h) financial statements showing: profit and loss for the year ended as of a date not exceeding 6 months prior to the filing of the application with a separation of revenue items relating to the transportation of cargo by aircraft, to distinguish between agency and forwarding activities and a separation of expense items to indicate payments to direct air carriers for the transportation of goods in relation to agency and forwarding activities; a balance sheet showing assets and liabilities as of a date not exceeding 6 months prior to the date of filing the application; and a statement showing the types and amounts of insurance, which is in force for the protection of the forwarder's customers and the public and the name or names of the insurers; (i) a statement of specific points in foreign countries and in U. S. territories and possessions to be served; a list and location of foreign branch offices, agents, affiliates, or other rep-

resentatives presently under contract; a list and location of branch offices and agents in the United States, its territories and possessions; a statement whether the applicant is or has been a customs house broker, and if so, the districts wherein such authority is or has been held; a statement whether the applicant is or has been an International Air Transport Association agent, and if so, the carriers with whom affiliated and the amount of commissions received from each during the year ended as of a date not exceeding six months prior to the filing of the application; a statement whether the applicant is or has been a surface forwarder, and if so, the names of the surface carriers with which he dealt in fiscal year ended June 30, 1949; and a statement of the number of shipments generated and the tonnage delivered to the respective carriers (rail, water, and air), each in the aggregate, during fiscal year ended June 30, 1949; (j) whether or not any of the persons required to be listed under (e), (f), and (g) above has at any time been issued, either in his own name or some other name, any letter of registration or other license or operating authority by the Board, either as an irregular air carrier or air freight forwarder or otherwise, or is, or has been, affiliated as owner, partner, officer, director, or stockholder holding a controlling interest, with any other air carrier or carriers, either certificated or noncertificated, direct or indirect, together with the names of such other air carrier or carriers; (k) the information required in a "Report of Ownership of Stock" (CAB Form 2786; available from the Board's Publications Section) with respect to each officer and director, if a corporation or association; with respect to each partner or member, if a partnership; or with respect to the owner where the business is conducted by an individual; and (l) such other additional information pertinent to applicant's activities as may be voluntarily submitted to or requested by the Board with respect to any individual application.

§ 297.18 **Issuance.** (a) If, after the filing of an application for a letter of registration, it appears that the applicant is capable of performing the overseas or foreign air transportation as an international air freight forwarder, and of conforming to the provisions of the Act and rules and requirements thereunder, and that the conduct of such operations by the applicant will not be inconsistent with the public interest, the applicant will be notified and advised that upon the filing of a valid tariff a letter of registration will be issued to such applicant. Subject to the restrictions provided herein and upon the receipt by the Board of such a valid tariff a letter of registration shall forthwith be issued to the applicant. If it appears that the applicant has not made a due showing of capability or that the operations of the applicant will not be consistent with the public interest, the Board shall by letter notify the applicant to that effect. The Board may dismiss any such application unless within 30 days of the date of the mailing of such letter the applicant has in writing requested reconsideration, submitted such additional information as it believes will make the necessary showing, or requested that the application be assigned for hearing, in which case the applicant shall outline the evidence to be presented at such hearing and shall show the need for hearing in order to properly present the case.

(b) In the event that reconsideration is requested, additional information is submitted, or the Board finds that no sufficient need for a hearing has been shown, the Board may, without notice or hearing, enter an order of approval or of disapproval in accordance with its determination upon the showing made, or on its own initiative may assign the application for hearing.

§ 297.19 **Effective period.** Each letter of registration shall become effective only upon the date specified therein and shall continue in effect until suspended or revoked, or during such period as the authority provided by this part shall remain in effect.

§ 297.20 **Restrictions on issuance.** (a) No letter of registration will be issued to an applicant which does not as a part of its showing of capability demonstrate that it has such branch offices, associated companies, affiliated companies, or agents located outside the continental United States as to indicate that such applicant will be able to perform pickup or delivery and consolidation or break-bulk, and to render customs and other services necessary to be performed in conjunction with import and export shipments, with reasonable effectiveness for the benefit of the shipping public.

(b) An application filed pursuant to § 297.17 will be denied and no letter of registration will be issued to an applicant which has, or proposes to have, as owner, partner, officer, director, or stockholder holding a controlling interest, any person who was, or is connected in any such capacity with an irregular air carrier, an air freight forwarder or another international air freight forwarder, if the letter of registration or exemption privilege of such carrier or forwarder was suspended or revoked by the Board on account of acts or omissions which occurred during the time of such connection, unless it has been shown to the Board by such applicant, and the Board finds that the public interest and applicant's intention and ability to conform to the provisions of the Act and requirements thereunder will not be adversely affected by such relationship or former relationship. For the purpose of carrying out the intent of this provision, the Board may, before or after the issuance of a letter of registration, require the applicant to furnish information in addition to that required to be set forth in its application filed pursuant to § 297.17 hereof.

§ 297.21 **Nontransferability.** A letter of registration shall be nontransferable and shall be effective only with respect to the person named therein.

§ 297.22 **Suspension.** Letters of registration shall be subject to immediate suspension when, in the opinion of the Board, such action is required in the public interest. Letters of registration shall be further subject to suspension upon complaint, or upon motion of any person showing an interest therein, or upon the Board's own initiative, after not less than 10 days' notice to the international air freight forwarder, but without hearing or further proceedings, for failure to comply with the provisions of the Act or with any order, rule or regulation issued thereunder, or with any term, condition or limitation of any authority issued thereunder. Such suspension shall continue until the Board finds that such suspended international air freight forwarder has complied with the provisions of the Act, or with such rules, regulations, orders, terms, conditions, or limitations. Failure to seek reinstatement of a letter of registration suspended pursuant to the provisions of this paragraph

within a period of 30 days after the effective date of such suspension shall automatically terminate the effectiveness of such letter of registration, and such letter shall cease to be in force.

§ 297.23 **Revocation.**

(a) A letter of registration shall be subject to revocation, after notice and hearing, for knowing and willful violation by the holder thereof of any provision of the Act or of any order, rule, or regulation issued under any such provision or of any term, condition, or limitation of any authority issued under said Act or regulations.

(b) A letter of registration shall be subject to revocation, if the Board finds, after notice and hearing, that the international air freight forwarder has accepted any rebate, refund, or remittance, or any compensation or remuneration, from any direct air carrier or foreign air carrier with respect to any transaction wherein such forwarder acts as consignor or consignee, or otherwise participates as an international air freight forwarder.

(c) A letter of registration shall be revoked without prejudice upon the filing by an international air freight forwarder of a written notice with the Board that such forwarder has discontinued common carrier activities, together with a tender of the letter of registration for cancellation; **Provided,** That the Board may refuse to accept such notice or to cancel the letter if any proceeding or action is pending in which such forwarder's authority may be subject to suspension or revocation action. The failure of any international air freight forwarder to operate any international air freight forwarding services for a period of one year or failure for two successive periods to file the periodic reports required by this Chapter may, for the purpose of this part, be deemed by the Board to constitute the filing of written notice indicating the discontinuance of the common carrier activities, and in such case the tender of the letter of registration shall not be necessary.

Insurance

§ 297.26 **Cargo.** No international air freight forwarder shall engage in air transportation pursuant to this part unless the risks of loss of or damage to the property so transported by it are covered in the amounts prescribed in § 297.28(a) by insurance, a self-insurance fund or reserve, or surety bond.

§ 297.27 **Public liability and property damage.** No international air freight forwarder shall engage in the performance of transfer, collection, or delivery services under the provisions of this part unless risks of bodily injury or death to persons or of damage to property (other than property covered by § 297.26) resulting from the negligent operation, maintenance, or use of motor vehicles operated by it or under its direction and control, or resulting from acts of its agents, employees, and representatives in the performance of such transfer, collection, or delivery services are covered to the extent that legal liability may ensue, in the amounts prescribed in § 297.28(b) and (c) by insurance, a self-insurance fund or reserve, or surety bond.

§ 297.28 **Minimum coverage.** (a) Cargo. For loss of, or damage to, property while carried on or resting in any one conveyance—$5,000.

(b) Public liability—property. For loss or damage to property occurring at any one time or place—$2,000.

(c) Public liability—personal injury. Claims for bodily injury or death—$10,000, for one person subject to that limit per person, and for all persons in any one accident—$20,000.

General

§ 297.31 **Payment of transportation charges.** Freight bills from direct air carriers and foreign air carriers for all transportation charges shall be paid by every international air freight forwarder within a reasonable period after the rendering of the transportation services. A reasonable maximum period for the payment of such charges shall be 30 days after being billed therefor.

§ 297.32 **Nonapplicability.** This Part shall not apply (a) to any air carrier authorized by a certificate of public convenience and necessity to engage in air transportation, nor (b) to any non-certificated air carrier engaged in air transportation pursuant to any special or individual exemption order granted by the Board, nor (c) to any non-certificated air carrier engaged in direct air transportation pursuant to any general exemption granted by any other part of this Chapter.

§ 297.33 **Separability.** If any provision of this part or the application thereof to any air transportation, persons, class of persons, or circumstance is held invalid, the remainder of the part and the application of such provisions to other air transportation, persons, classes of persons, or circumstances shall not be affected thereby.

AIR COMMERCE

(Continued from Page 13)

The 19th National Packaging Exposition and Conference on Packaging, Packing and Shipping was held at the Navy Pier, Chicago, on April 24-27.

• • • • •

The conversion of four passenger DC-4s and the delivery of five DC-6s will up United Air Lines' daily cargo capacity to a record high of 675,000 pounds. United's all-cargo fleet (exclusive of combination passenger-cargo planes which form the bulk of the fleet) will reach a total of 11 DC-4s and 12 DC-3s.

It may be hard to believe, but bloodworms are among United's cargoes these days. Approximately 35,000 Maine bloodworms have been flown down to California. They're packed in seaweed, 250 to the box.

• • • • •

The Flying Tiger Line has come through with two more interline freight agreements with the following carriers: Trans-Canada Air Lines and Air France. The agreement with TCA is viewed as an especially important one for FTL because it opens a new direct connection with the Canadian market.

Aiming at new records, FTL set an all-time high in February. Freight billing came near to the $250,000 mark. According to George T. Cussen, executive vice president, FTL's November, 1949-February, 1950, business is about equal to the total freight business of the company during the 12-month period last year. Service has been extended to Toledo, Akron-Canton, and Philadelphia.

• • • • •

Did you know that last year Douglas Aircraft Company spent a total of $378,000 for the air transportation of freight, passengers, and mail? And of the three categories, air freight was tops with $185,000 spent.

• • • • •

TWA will get its first of 30 4-0-4s ordered from the Glenn L. Martin Company about 10 months sooner than expected. The airline has leased a dozen 2-0-2s from Martin for delivery starting in July. They will supplement TWA's fleet of 61 *Constellations*.

• • • • •

Sabena Belgian Airlines reports that it will receive additional DC-6s in June. These will increase the line's transatlantic flights to six round trips a week.

• • • • •

Central Airlines, Fort Worth, Texas, has asked the Civil Aeronautics Board for authority to fly mail in helicopters in the Dallas-Fort Worth area.

• • • • •

Even though March, 1949, was a record cargo month for TCA because of the REA embargo, total cargo flown out of New York to Toronto and points in Western Canada during March, 1950, exceeded the corresponding period by 26 percent.

• • • • •

Air Associates, Inc., Teterboro, New Jersey, and the Snyder Aircraft Corporation, Chicago, are merging their operations.

AIR SHIPPING ★ ★ ★

[REG. U. S. PAT. OFF.]

International Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage
BAL—Baltimore
BGR—Bangor, Me.
BUJ—Beaumont, Tex.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHS—Charleston, S. C.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
DEN—Denver
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
BDL—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HJR—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
JAX—Jacksonville
MKC—Kansas City, Mo.
KIN—Kingston, Jam.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
MOB—Mobile
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
ORF—Norfolk
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Or.
PVD—Providence
QY—Sydney, N. S.
STL—St. Louis
SLC—Salt Lake City
SAT—San Antonio
SFO—San Francisco
SAV—Savannah
SEC—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
VTO—Toronto, Ont.
VR—Vancouver, B. C.
DCA—Washington, D. C.

AIRLINE SYMBOLS

AF—Air France
A—American Airlines
AO—American Overseas
B—Braniff International Airways
B—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
CS—Chicago & Southern Air Lines
C—Colonial Airlines
E—Eastern Airlines
EA—Expreso Aereo Interamericano
K—KLM Royal Dutch Airlines
L—Lineas Aereas Mexicanas (LAMSA)
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Affiliates
PH—Philippine Air Lines
S—Sabena
SS—Scandinavian Airlines System
SW—Seaboard & Western
SK—Skytrain Airways
SR—Swissair
TA—TACA Airways
T—Trans-Canada Air Lines
TC—Trans-Caribbean Air Lines
TR—Transocean Air Lines
TW—Trans World Airlines
U—United Air Lines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over $7.48 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

E: Valuation charge is applicable only on shipments equal to more than $7.48 per pound. Minimum shipment 6 pounds.

K: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

L: Shipments of less than 22 lbs. are sent air express.

P: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

PH: To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to Manila.

SK: Lower rates for cargo of 3,000 lbs. gross weight and over. Planeload service minimum is 18,000 lbs. Minimum weight charge of $2 on all shipments.

SW: Special rates for shipments of 1,000-2,999 lbs. and 3000-9999 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

* This involves onward carriage by another airline.
** Per $110 (Canadian Currency) value, pro-rate.
‡ Minimum charge for this shipment is that for 25 lbs.
♣ Rate of 25 lbs. or less.
• Minimum weight 50 lbs.
• Planeload service only.
■ Per hundredweight.
• Consult airline for lower rates applicable to 3,300 lbs. and over.
φ Consult airline for charges under 100 lb. shipments.
df Daily freighter service.
tm Truck to Miami.
c Canadian Currency.

Destination	Airport and Airline		RATES (See Note) Per Lb. Up to 100 Lbs.	Per Lb. Over 100 Lbs.	Per $100 Value	Depart
Aalborg, Denmark	IDL	AO*	1.18	.885	.21	
"	IDL	SS	1.17	.88	.20	Dly
Aarhus, Denmark	IDL	SS	1.16	.87	.20	Dly
"	IDL	AO*	1.16	.872	.21	M,F
Abadan, Iran	IDL	BO	1.75	1.32	.25	Su,M,T,Th,F
"	BOS	AO*	1.67	1.262	.30	Su,Th
"	IDL	AO*	1.70	1.272	.30	Dly
Abo, Finland	IDL	SS	1.21	.91	.20	Dly
"	IDL	AO*	1.16	.866	.21	M,W,F
"	BOS	AO*	1.19	.886	.21	W,F
Accra, Br. Gold Coast	LGA	P	1.89	1.42	.15	M,Th
"	BOS	P	1.86	1.40	.15	Su,F
"	IDL	BO	1.54	1.16	.25	Su,M,T,Th,F
"	IDL	AF	1.75	1.32	.15	
"	BOS	AF	1.73	1.30	.15	
"	BOS	AO*	1.73	1.286	.30	Su,Th
"	IDL	AO*	1.76	1.318	.30	Dly
Addis Ababa, Ethiopia	IDL	AO*	1.91	1.43	.30	Dly
"	BOS	AO*	1.88	1.41	.30	Su,Th
"	IDL	BO	1.88	1.41	.25	Su,M,T,Th,F
"	EWR	TC	1.95	1.50		
"	LGA	TW*	1.85	1.39	.25	M,F
Aden, Aden	IDL	AO*	1.84	1.378	.30	Dly
"	BOS	AO*	1.81	1.356	.30	Su,Th
"	IDL	BO	1.81	1.36	.25	Su,M,T,Th,F
Ahmedabad, India	IDL	AO*	1.96	1.471	.30	Dly
Albertville, Belgian Congo	IDL	S	1.90	1.42	.25	T,Th,Sa
Alexandria, Egypt	IDL	BO	1.55	1.17	.25	Su,M,T,Th,F
"	IDL	AO*	1.52	1.137	.30	Dly
Algiers, Algeria	LGA	TW	1.27	.95	.25	Su
"	IDL	AO*	1.31	.977	.21	Dly
"	IDL	AF	1.24	.93	.15	Dly
"	BOS	AF	1.22	.91	.15	Dly
"	EWR	TC	1.00	.80		
"	CHI	U*	1.31	1.01	.25	Su
"	YIP	U*	1.29	[illegible]	.25	Su
"	LAX	U*	1.51	1.15	.25	
"	SFO	U*	1.52	1.16	.25	
"	OAK	U*	1.52	1.16	.25	
Amman, Trans-Jordan	IDL	BO	1.50	1.13		
Amst, Netherlands	IDL	AO	1.08	.81	.15	M,W,Sa
"	BOS	AO*	1.06	.80	.15	M
"	IDL	S	1.05	.79	.20	T,Th,Sa
"	LGA	TR	.95	.71	.12½	
"	HFD	TR	.95	.71	.12½	
"	IDL	BO	1.05	.79	.20	Dly
"	IDL	SS	1.05	.79	.20	M,W,F
"	IDL	AF	1.12	.84	.15	Dly
"	BOS	AF	1.10	.82	.15	Dly
"	IDL	K*	1.05	.75	.20	Su,T,Th,F,Sa
"	EWR	TC	.85	.70	.25	
Anchorage, Alaska	SEC	P	.45	.18	.15	Dly
"	SEC	NW	.23	.15	.15	Dly
"	MPS	NW	.35	.29	.15	Dly
"	OAK	TR	.61	.20½	.15	
"	BOS	U*	.48	.41	.15	Dly
"	CHI	U*	.39	.32	.15	Dly
"	CLE	U*	.42	.35	.15	Dly
"	DEN	U*	.33	.25	.15	Dly
"	YIP	U*	.41	.34	.15	Dly
Anchorage, Cont'd	LAX	U*	.33	.30	.15	Dly
"	MKE	U*	.39	.32	.15	Dly
"	LGA	U*	.46	.39	.15	Dly
"	OAK	U*	.30	.22	.15	Dly
"	PHL	U*	.45	.39	.15	Dly
"	PDX	U*	.25	.18	.15	Dly
"	SLC	U*	.30	.22	.15	Dly
"	SFO	U*	.30	.22	.15	Dly
"	DCA	U*	.45	.39	.15	Dly
Antigua, B.W.I.	LGA	P*	.34	.34	.15	M,Th,F
"	MIA	P*	.25	.18	.15	M,Th,F
Antilla, Cuba	MIA	P*	.20	.10	.15	Dly
Antofagasta, Chile	MIA	P*	1.13	.61	.15	M,T,Sa
"	MSY	P*	1.19	.66	.15	M,T,Sa
"	HOU	P*	1.23	.71	.15	Su,M,F
"	BRO	P*	1.22	.71	.15	Su,M,F
"	LAX	P*	1.35	.85	.15	Su,M,F
Antwerp, Belgium	IDL	AO*	1.09	.82	.21	Dly
"	IDL	S*	1.05	.79	.20	T,Th
Any Destination in Colombia other than those named herein	MIA	P	.72	.40	.15	Dly
"	MSY	P	1.18		.15	Dly
"	HOU	P	1.28		.15	Dly
"	BRO	P	1.30		.15	Dly
"	NLD	P	1.22		.15	
"	LAX	P	1.49		.15	Dly
Aracaju, Brazil	LGA	P*	1.20	.68	.15	W,F,Sa
"	MIA	P*	1.13	.62	.15	W,F,Sa
"	MSY	P*	1.20	.69	.15	Su,W,Sa
"	HOU	P*	1.23	.72	.15	T,Th,F,Sa
"	BRO	P*	1.23	.72	.15	T,Th,Sa
"	LAX	P*	1.37	.86	.15	Su,T,Th,F
Arecibo, Puerto Rico	EWR	TC	.30	.20		Frequently
Arequipa, Peru	MIA	P*	1.00	.53	.15	Su,M,W,F,Sa
"	MSY	P*	1.05	.60	.15	SuMWThFSa
"	HOU	P*	1.08	.63	.15	Dly except M
"	BRO	P*	1.08	.63	.15	Dly except M
"	LAX	P*	1.22	.77	.15	SuTWThFSa
Arica, Chile	MIA	P*	1.06	.57	.15	M,F
"	MSY	P*	1.12	.64	.15	M,F
"	HOU	P*	1.15	.67	.15	Su,Th
"	BRO	P*	1.16	.67	.15	Su,Th
"	LAX	P*	1.29	.81	.15	Su,Th
Armenia, Colombia	MIA	P*	.56	.29	.15	Dly
"	MSY	P*	.60	.35	.15	Dly
"	HOU	P*	.62	.38	.15	Dly
"	BRO	P*	.62	.38	.15	Dly
"	LAX	P*	.76	.52	.15	Dly
"	LGA	P*	.84	.57	.15	Dly
"	BUJ	CS	.51	.39	.15	T,Th,Sa
"	CHI	CS	.53	.41	.15	T,Th,Sa
"	YIP	CS	.53	.41	.15	T,Th,Sa
"	ELD	CS	.52	.40	.15	T,Th,Sa
"	EVV	CS	.51	.39	.15	T,Th,Sa
"	FWA	CS	.53	.41	.15	T,Th,Sa
"	GRW	CS	.50	.38	.15	T,Th,Sa
"	HOT	CS	.52	.40	.15	T,Th,Sa
"	HOU	CS	.51	.39	.15	T,Th,Sa
"	IND	CS	.52	.40	.15	T,Th,Sa
"	JAN	CS	.50	.38	.15	T,Th,Sa
"	LIT	CS	.52	.40	.15	T,Th,Sa
"	MEM	CS	.50	.38	.15	T,Th,Sa
"	MSY	CS	.49	.37	.15	T,Th,Sa
"	PUK	CS	.51	.39	.15	T,Th,Sa
"	PIA	CS	.53	.41	.15	T,Th,Sa
"	STL	CS	.52	.40	.15	T,Th,Sa
"	SHV	CS	.52	.40	.15	T,Th,Sa
"	HUF	CS	.53	.41	.15	T,Th,Sa
"	TOL	CS	.53	.41	.15	T,Th,Sa
Aruba, N.W.I.	MIA	K	.30	.22	.15	Dly
Asmara, Eritrea	IDL	AO*	1.76	1.33	.30	Dly
"	BOS	AO*	1.74	1.31	[illegible]	Su,Th
"	IDL	BO	1.74	1.31	.15	Su,M,T,Th,F
Asuncion, Paraguay	LGA	P*	1.47	.95	.15	T,F
"	MIA	P*	1.39	.77	.15	T,F
"	MSY	P*	1.46	.84	.15	M,Th
"	HOU	P*	1.49	.87	.15	Su,W
"	BRO	P*	1.49	.87	.15	Su,W
"	LAX	P*	1.63	1.01	.15	Su,W
"	BRO	B*	1.60	.88	.15	M
"	CHI	B*	1.50	.88	.15	M
"	CRP	B*	1.49	.87	.15	M
"	DAL	B*	1.50	.88	.15	M
"	YIP	B*	1.50	.88	.15	M
"	FTW	B*	1.50	.88	.15	M
"	HAV	B*	1.39	.77	.15	M
"	HOU	B*	1.49	.87	.15	M
"	IND	B*	1.49	.87	.15	M
"	LRD	B*	1.52	.90	.15	M
"	MSY	B*	1.46	.84	.15	M
"	SAT	B*	1.50	.88	.15	M
"	EWR	TC	1.70	1.30		Frequently
Athens, Greece	IDL	AO*	1.41	1.06	.15	Dly
"	IDL	SA	1.57	1.11		Su
"	LGA	TR	1.20	.90	.15	
"	HFD	TR	1.20	.90	.15	

Destination	Airport and Airline		Rates (See Note)			Depart
Athens, Cont'd	IDL	SW	1 33	1 03	.20	
"	IDL	BO	1 44	1 08	.25	Su,M,T,Th,F
"	IDL	AF	1 43	1 07	.15	Weekly
"	BOS	AF	1 60	1 08	.15	
"	IDL	K*	1 44	1 09	.25	Su,T
"	IDL	SS	1 44	1 48	.25	Su,M,W,F
"	LGA	TW	1 44	1 08	.25	M,T,W,F,Sa
"	DCA	TW	1 60	1 11	.25	
"	CHI	TW	1 60	1 13	.25	Th
"	PHL	TW	1 60	1 10	.25	
"	BOS	TW	1 61	1 08	.25	F
"	YIP	TW	1 65	1 10	.25	Th
"	EWR	TC	1 00	.88	.25	
"	IDL	C	1 44	1 08	.25	T,Th,Sa
"	IDL	SR	1 44	1 08	.25	Su,W
"	CHI	U*	1 60	1 13	.25	M,T,W,Sa
"	YIP	U*	1 65	1 10	.25	M,T,W,Sa
"	LAX	U*	1 60	1 27		
"	SFO	U*	1 60	1 28		
"	OAK	U*	1 60	1 28		
Auckland, N. Z.	LAX	P	1 76	1 32	.25	Sa
"	SFO	P	1 76	1 32	.25	Sa
"	PDX	P	1 76	1 32	.25	Sa
"	SEC	P	1 76	1 32	.25	Sa
"	BOS	AO*	2 80	2 27	.25	Su,Th
"	IDL	AO*	2 63	2 20	.25	Dly
"	SFO	BC*	2 00	1 85	.15	
"	SFO	BC	1 18	.90	.25	F
"	HJR	BC	1 19	.90	.25	F
"	VR	BC	1 17	1 32	.25	F
Augusta, Italy	IDL	AO*	1 32	.90	.21	Dly
"	BOS	AO*	1 30	.97	.21	Su,Th
"	IDL	BO	1 30	.98	.25	Su,M,T,Th,F
Baghdad, Iraq	IDL	AO*	1 67	1 26	.30	Dly
"	IDL	AF	1 60	1 24	.15	Weekly
"	BOS	AF	1 63	1 22	.15	
"	EWR	TC	1 38	1 25		Frequently
"	IDL	BO	1 70	1 29	.25	Su,M,T,Th,F
"	IDL	K	1 74	1 31	.25	T
Bahia, Brazil (*See San Salvador*)						
Bahrein, Arabia	IDL	AO*	1 26	1 31	.30	Dly
"	IDL	BO	1 81	1 36	.25	Su,M,T,Th,F
Balboa, Cana. Zone	MIA	P*	.29	.19	.15	Dly
"	MSY	P*	.48	.30	.15	Dly
"	HOU	P*	.48	.30	.15	Dly
"	BRO	P*	.48	.30	.15	Dly
"	LAX	P*	.61	.43	.15	Dly
"	ELP	A*	.54	.25	.20	Dly
"	LAX	A*	.61	.41	.20	Dly
"	SFO	A*	.62	.42	.20	Dly
"	YIP	U*	.81	.81	.20	M,W,F
Bangkok, Siam	LGA	P	2 45	1 80	.15	Su,T,W,F
"	PDX	P	2 90	2 17	.15	Th,Sa
"	SEC	P	2 90	2 17	.15	Th,Sa
"	LAX	P	2 90	2 17	.15	T,F,Sa
"	BOS	P	2 43	1 94	.15	T,F
"	SFO	P	2 90	2 17	.15	Su,T,F,Sa
"	IDL	SS	2 22	1 65	.25	M,W,F
"	IDL	AO*	2 13	1 60	.30	Dly
"	BOS	AO*	2 11	1 58	.30	Su,Th
"	IDL	AF	2 51	1 89	.15	
"	BOS	AF	2 49	1 87	.15	
"	LGA	TR	2 34	2 00	.25	
"	HFD	TR	2 34	2 00	.25	
"	OAK	TR	2 21	1 93	.20	
"	IDL	BO	2 22	1 67	.25	Su,M,T,Th,F
"	IDL	K	2 22	1 67	.25	Su,T,F,Sa
"	LAX	W*	2 89	1 80	.20	
"	PDX	W*	2 80	1 80	.20	
"	SEC	W*	2 80	1 80	.20	
"	EWR	TC	2 30	1 80	.25	
Bangui, Belg. Congo	IDL	S	1 80	1 42	.25	T,Th,Sa
Baracoa, Cuba	MIA	P*	.18	.12	.15	Dly
Barcelona, Spain	IDL	AO*	1 24	.93	.21	Dly
"	IDL	AF	1 30	.97	.15	Twice Wkly
"	BOS	AF	1 14	.85	.15	Twice Wkly
"	IDL	OA	1 41	1 06		Sa
"	LGA	P	1 30	.98	.15	Su,F
"	BOS	P	1 27	.95	.15	Su,F
"	IDL	SR	1 21	.91	.20	Su,W
"	LGA	TW*	1 19	.90	.20	Su,M,W,F
"	CHI	U*	1 20	.94	.20	M,W,F,Sa
"	YIP	U*	1 20	.91	.20	M,W,F,Sa
Barcelona, Venezuela	MIA	K	.60	.24	.15	T,F
Baroda, India	IDL	AO*	1 97	1 48	.30	Dly
Barranca, Bermeja, Col.	MIA	P*	.54	.28	.15	Dly
"	LGA	P*	.64	.37	.15	Su,Th
"	MSY	P*	.60	.33	.15	Dly
"	HOU	P*	.60	.33	.15	Dly
"	BRO	P*	.60	.33	.15	Dly
"	LAX	P*	.77	.52	.15	Su,T,Th,Sa
Barranquilla, Colombia	MIA	P*	.39	.19	.15	Dly
"	LGA	P*	.57	.35	.15	Dly
"	MSY	P*	.45	.28	.15	Dly
"	HOU	P*	.45	.29	.15	Dly
"	BRO	P*	.45	.29	.15	Dly
"	LAX	P*	.62	.43	.15	Dly
"	MIA	K	.41	.26	.15	Su,W,F
Basankusu, Belgian Congo	IDL	S	1 90	1 42	.25	T,Th,Sa
"	LGA	TR	.92	.90	.12½	
"	HFD	TR	.92	.90	.12½	
"	IDL	AF	1 21	.91	.15	Su Wkly
"	BOS	AF	1 19	.88	.15	
Basle, Switzerland	IDL	AO*	1 15	.87	.15	Dly
"	IDL	SS	1 20	.90	.20	Dly
"	IDL	AF	1 15	.87	.15	
"	BOS	AF	1 13	.85	.15	
"	IDL	K	1 12	.84	.20	
"	EWR	TC	.95	.75		Frequently
Basle, Cont'd	IDL	SR	1 12	.80	.20	Su,W
"	IDL	BO	1 12	.84	.20	Su,M,T,Th,F
Basrah, Iraq	IDL	K	1 73	1 30	.25	Su,F,Sa
"	IDL	AO*	1 60	1 26	.30	Dly
"	IDL	BO	1 73	1 30	.25	Su,M,T,Th,F
"	IDL	AF	1 63	1 24	.15	Su,T,Th,F,Sa
"	BOS	AF	1 63	1 22	.15	Su,T,Th,F,Sa
"	LGA	TW	1 73	1 30	.25	Su,F
"	EWR	TC	1 70	1 30		Frequently
"	IDL	SR	1 73	1 30	.25	Su,W
"	IDL	P	1 80	1 32		Su,Th
"	BOS	P	1 82	1 30		F
"	CHI	U*	1 77	1 35	.25	Su,F
"	YIP	U*	1 74	1 32	.25	Su,F
"	LAX	U*	1 97	1 49	.25	
"	SFO	U*	1 98	1 51	.25	
"	OAK	U*	1 98	1 51	.25	
Bayamo, Cuba	MIA	P*	.14	.09	.15	Dly
Beirut, Lebanon	IDL	AO*	1 52	1 14	.20	Dly
"	BOS	AO*	1 50	1 12	.20	Su,Th
"	IDL	AF	1 50	1 13	.15	
"	BOS	AF	1 49	1 11	.15	
"	EWR	TC	1 55	1 30		Frequently
"	LGA	P	1 50	1 12	.15	T
"	BOS	P	1 48	1 11	.15	F
Belem, Brazil	LGA	P*	.85	.67	.15	Dly
"	MIA	P*	.76	.41	.15	Dly
"	MSY	P*	.82	.44	.15	Dly
"	HOU	P*	.80	.51	.15	Dly
"	BRO	P*	.80	.51	.15	Dly
"	CRP	P*	.86	.51	.15	Dly
"	LAX	P*	1 00	.65	.15	Dly
"	EWR	TC	.88	.62		Frequently
"	HOU	SK*	—See Note SK			
"	MSY	SK*	—See Note SK			
Belfast, N. Ireland	IDL	SS	.98	.74	.20	Dly
"	IDL	AO*	1 00	.71	.21	M,W
"	IDL	BO	.98	.74	.20	Su,M,T,Th,F
"	IDL	AF	1 12	.84	.15	
"	BOS	AF	1 10	.82	.15	
Belgrade, Yugoslavia	IDL	AO*	1 35	1 01	.21	Dly
"	IDL	SS	1 30	1 08	.25	M,W,F
"	IDL	AF	1 34	1 01	.15	
"	BOS	AF	1 32	.99	.15	
"	IDL	SR	1 30	1 05	.25	Su,W
"	IDL	BO	1 30	1 05	.25	
Belize, Br. Hond.	MSY	TA	.50	.29		M,W,F
"	MEX	TA	.33	.21		M,W,F
"	MSY	SK	.30	.15		
Bello-Horizonte, Brazil	LGA	P*	1 30	.78	.15	Dly
"	MIA	P*	1 22	.67	.15	
"	MSY	P*	1 30	.74	.15	
"	HOU	P*	1 32	.77	.15	
"	BRO	P*	1 32	.77	.15	
"	LAX	P*	1 40	.91	.15	Dly
Berlin, Germany	IDL	AO	1 18	.87	.15	T,Th,Sa
"	BOS	AO	1 17	.88	.15	Sa
"	LGA	TR	1 00	.95	.12½	
"	HFD	TR	1 00	.95	.12½	
"	IDL	BO	1 17	.88	.20	Dly
"	IDL	AF	1 20	.90	.15	
"	BOS	AF	1 18	.88	.15	
Bermuda	EWR	TC	.25	.25		Frequently
"	LGA	C	.15	.10	.10	Su,M,F,Sa
"	DCA	C	.15	.10	.10	Mon'ly (1st F)
"	LGA	P	.25	.15	.10	Dly
"	BOS	P	.25	.15	.10	Sa
"	UL	T	.30C	.20C	.08**	W,F,Sa
"	YTO	T	.30C	.20C	.08**	W,F,Sa
Berne, Switzerland	IDL	AO*	1 16	.87	.21	Dly
Birmingham, England	IDL	AF	1 12	.84	.15	
"	BOS	AF	1 10	.82	.15	
"	IDL	AO*	.99	.75	.15	
"	LGA	TW*	.98	.74	.20	T,Th,F,Sa
"	IDL	K	.98	.74	.20	
"	IDL	BO	.98	.74	.20	Dly
"	CHI	U*	1 09	.84	.20	
"	YIP	U*	1 06	.81	.20	
Blantyre, Nyasaland	IDL	BO	1 90	1 42	.25	
Bloemfontein, So. Africa	IDL	BO	2 02	1 52	.25	Su,M,T,Th,F
Bluefields, Nicaragua	MSY	TA	.55	.42		M,W,F
"	MEX	TA	.43	.33		T,Th,Sa
Bogota, Colombia	MIA	P*	.54	.28	.15	Dly
"	LGA	P*	.64	.37	.15	Dly
"	MSY	P*	.60	.33	.15	Dly
"	HOU	P*	.60	.33	.15	Dly
"	BRO	P*	.62	.39	.15	Dly
"	LAX	P*	.78	.52	.15	Dly
"	HOU	SK*	—See Note SK			
"	MSY	SK*	—See Note SK			
Bombay, India	IDL	AO*	1 95	1 47	.25	Dly
"	LGA	TR	2 22	1 42	.20	
"	HFD	TR	2 22	1 42	.20	
"	IDL	BO	2 05	1 54	.25	Su,M,T,Th,F
"	LGA	TW	2 05	1 54	.25	Su,W,F
"	IDL	K*	2 17	1 63	.25	Su,T,F,Sa
"	EWR	TC	2 00	1 40	.25	
"	IDL	AF	2 44	1 83	.15	
"	BOS	AF	2 41	1 80	.15	
"	CHI	U*	2 09	1 39	.25	
"	YIP	U*	2 06	1 80	.25	
"	LAX	U*	2 29	1 74	.25	
"	SFO	U*	2 30	1 73	.25	
"	OAK	U*	2 30	1 73	.25	
Bonaire, N.W.I.	MIA	K	.30	.22	.15	Dly
Bonanza, Nicaragua	MSY	TA	.56	.43	.10	M,W,F
Bonanza, Cont'd.	MEX	TA	.44	.34		T,Th,Sa
Bone, Algeria	IDL	AO*	1 29	.97	.21	Dly
"	BOS	AO*	1 27	.95	.21	Su,Th
Bordeaux, France	IDL	AO*	1 14	.86	.15	Dly
"	IDL	BO	1 13	.84	.20	Dly
"	IDL	AF	1 14	.86	.15	
"	BOS	AF	1 12	.84	.15	
Bratislava, Czecho.	IDL	AO*	1 26	.95	.21	M,W,Sa
"	BOS	AO*	1 24	.93	.21	M
Brazzaville, Fr. Eq. Af.	IDL	AF	1 87	1 41	.15	Weekly
"	BOS	AF	1 85	1 39	.15	
"	BOS	AO*	1 96	1 46	.30	M
"	IDL	AO*	1 98	1 48	.30	M,W,Sa
Bremen, Germany	IDL	SS	1 16	.87	.20	Dly
"	IDL	AO*	1 21	.91	.21	Dly
Brno (Brun), Czecho.	IDL	AO*	1 26	.94	.21	M,W,Sa
"	BOS	AO*	1 22	.93	.21	M
Brussels, Belgium	IDL	S	1 05	.79	.20	T,Th,Sa
"	LGA	P	1 12	.82	.15	Su,T,W,F
"	BOS	P	1 09	.80	.15	Su,T,W,F
"	IDL	AO*	1 12	.84	.15	Dly
"	LGA	TR	.90	.65	.12½	
"	HFD	TR	.90	.65	.12½	
"	IDL	SW	.92	.73	.20	
"	IDL	BO	1 05	.79	.20	Su,M,T,Th,F
"	IDL	SS	1 05	.79	.20	M,W,F
"	IDL	AF	1 12	.84	.15	Dly
"	BOS	AF	1 10	.82	.15	Dly
"	IDL	K*	1 06	.79	.20	Su,T,Th,F,Sa
Bucaramanga, Colombia	MIA	P*	.54	.28	.15	Dly
"	LGA	P*	.64	.37	.15	Dly
"	MSY	P*	.60	.33	.15	Dly
"	HOU	P*	.62	.38	.15	Dly
"	BRO	P*	.62	.38	.15	Dly
"	LAX	P*	.77	.52	.15	Dly
Bucharest, Rumania	IDL	AO*	1 40	1 05	.21	Dly
"	IDL	SS	1 47	1 11	.25	M,W,F
"	IDL	AF	1 30	1 05	.15	
"	BOS	AF	1 37	1 03	.15	
Budapest, Hungary	IDL	AO*	1 21	.97	.21	Dly
"	IDL	AF	1 31	.99	.15	
"	BOS	AF	1 29	.97	.15	
"	IDL	SS	1 32	.99	.25	M,W,F
"	IDL	SR	1 31	.98	.15	Su,W
Buenos Aires, Argentina	LGA	P*	1 54	.89	.15	Twice Dly
"	MIA	P*	1 47	.83	.15	Twice Dly
"	MSY	P*	1 53	.90	.15	Dly
"	HOU	P*	1 56	.93	.15	Dly
"	BRO	P*	1 56	.93	.15	Dly
"	LAX	P*	1 67	1 67	.15	Dly
"	LGA	SI	1 54	.93	.20	Frequently
"	MIA	SI	1 45	.89	.20	Frequently
"	EWR	TC	1 70	1 30		Frequently
"	HOU	SK*	—See Note SK			
"	MSY	SK*	—See Note SK			
Bulawayo, S. Rhodesia	BOS	AO*	2 35	1 78	.30	Su,Th
"	IDL	BO	1 90	1 42	.25	
Caibarien, Cuba	MIA	P*	.14	.09	.15	Dly
Cairo, Egypt	IDL	AO*	1 50	1 13	.15	Dly
"	IDL	S	1 55	1 17	.25	T,Th,Sa
"	LGA	TR	1 42	1 30	.15	
"	HFD	TR	1 42	1 30	.15	
"	IDL	SW	1 46	1 16	.20	
"	IDL	BO	1 55	1 17	.25	Dly
"	IDL	AF	1 50	1 13	.15	Twice Wkly
"	BOS	AF	1 48	1 11	.15	
"	IDL	K	1 56	1 17	.25	T,F,Sa
"	LGA	TW	1 55	1 17	.25	Dly except Th
"	DCA	TW	1 57	1 20	.25	
"	BOS	TW	1 52	1 15	.25	
"	PHL	TW	1 56	1 19	.25	
"	CHI	TW	1 59	1 22	.25	Th
"	YIP	TW	1 56	1 19	.20	Th
"	EWR	TC	1 37	1 00		Frequently
"	IDL	SR	1 55	1 17	.25	Su,W
"	CHI	U*	1 59	1 22	.25	Dly except Th
"	YIP	U*	1 56	1 19	.25	Dly except Th
"	LAX	U*	1 79	1 36	.25	
"	SFO	U*	1 80	1 37	.25	
"	OAK	U*	1 80	1 37	.25	
Calcutta, India	LGA	P	2 31	1 80	.15	Su,T,F
"	BOS	P	2 28	1 80	.15	Su,T,F
"	PDX	P	3 25	2 44	.15	Sa
"	SEC	P	3 25	2 44	.15	Sa
"	SFO	P	3 25	2 44	.15	T,F,Sa
"	LAX	P	3 25	2 44	.15	T,F,Sa
"	IDL	SS	2 17	1 63	.25	M,W,F
"	IDL	K	2 17	1 63	.25	Su,T,F,Sa
"	IDL	BO	2 17	1 63	.25	Su,M,T,Th,F
"	IDL	AF	2 05	1 54	.15	Twice Wkly
"	BOS	AF	2 03	1 52	.15	Twice Wkly
"	IDL	AO*	2 05	1 54	.15	Dly
"	LGA	TR	2 30	1 79	.25	
"	HFD	TR	2 30	1 79	.25	
"	OAK	TR	2 94	2 12	.20	
"	LAX	W*	3 27	2 35	.20	
"	PDX	W*	3 27	2 35	.20	
"	SEC	W*	3 27	2 35	.20	
"	EWR	TC	2 10	1 80	.25	
"	SFO	PH	2 96	2 20	.15	W,Sa
"	HJR	PH	2 30	1 79	.15	W,Sa
Calgary, Alb., Canada	LGA	T*	.50	.31	.10	Dly
Cali, Colombia	MIA	P*	.54	.28	.15	Dly
"	LGA	P*	.64	.37	.15	Su,Th
"	MSY	P*	.60	.33	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Up to 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Cali, Cont'd	HOU P*	.63	.38	.15	Dly
"	BRO P*	.66	.38	.15	Dly
"	LAX P*	.76	.52	.15	Dly
Camaguey, Cuba	MIA P*	.12	.08	.15	Dly
Campeche, Mexico	MIA P*	.28	.14	.15	Dly
"	MSY P*	.25	.13	.15	Dly
"	HOU P*	.30	.22	.15	Dly
"	BRO P*	.28	.18	.15	Dly
"	LAX P*	.44	.33	.15	Dly
Cananea, Son., Mex.	MEX L	.18	.15	...	Dly
Cannes, France	IDL AO*	1.20	.90	.21	Dly
"	BOS AO*	1.18	.88	.21	Su,Th
"	IDL AF	1.18	.88	.15	Dly
"	BOS AF	1.16	.87	.15	Dly
Canton Island	LAX P	1.23	.93	.30	M,Th,Sa
"	SFO P	1.23	.93	.30	M,Th,Sa
"	PDX P	1.23	.93	.30	Th,Sa
"	SEC P	1.28	.93	.30	Th,Sa
Cape Maclear (Nyasaland)		1.90	1.42	.25	
Capetown, U. S. Af.	IDL AO*	2.44	1.83	.30	M,W,Sa
"	LGA BO	2.25	1.69	.25	Su,M,T,Th,F
Caracas, Venezuela (*See La Guaira*)					
Cartagena, Colombia	MIA P*	.46	.23	.15	Dly
"	LGA P*	.56	.32	.15	Dly
"	MSY P*	.52	.30	.15	Dly
"	HOU P*	.55	.38	.15	Dly
"	BRO P*	.55	.38	.15	Dly
"	LAX P*	.69	.47	.15	Dly
Casablanca, Fr. Morocco	BOS AF	1.28	1.60	.15	
"	IDL AF	1.35	1.02	.15	Dly
"	IDL AO*	1.41	1.06	.21	Dly
"	BOS AO*	1.39	1.06	.21	Su,Th
Castel Benito, Libya	IDL AO*	1.37	1.08	.21	Dly
"	BOS AO*	1.35	1.01	.15	Su,Th
Catania, Sicily	IDL AO*	1.29	.97	.21	M,W,Sa
"	BOS AO*	1.27	.96	.21	M
Cayenne, Fr. Guiana	LGA P*	.70	.42	.15	M,Th
"	MIA P*	.63	.38	.15	M,Th
"	MSY P*	.70	.43	.15	Su,W
"	HOU P*	.73	.46	.15	T,Sa
"	BRO P*	.73	.46	.15	T,Sa
"	LAX P*	.87	.60	.15	T,Sa
Cayo Mambi, Cuba	MIA P*	.18	.12	.15	Dly
Chetumal, Mexico	MIA P*	.23	.16	.15	Su,Th
"	MSY P*	.28	.18	.15	Su,Th
"	HOU P*	.32	.22	.15	W,Sa
"	BRO P*	.31	.21	.15	W,Sa
"	LAX P*	.47	.38	.15	W,Sa
Chihuahua, Chih., Mex.	MEX L	.13	.11	...	Dly
Christiansand, Norway	IDL AO*	1.23	.93	.21	Su,W
"	BOS AO*	1.21	.91	.21	F
"	IDL K*	1.12	.84	.20	F
C. del Carmen, Mexico	MIA P*	.21	.16	.15	Dly
"	MSY P*	.27	.18	.15	Dly
"	HOU P*	.30	.19	.15	Dly
"	BRO P*	.35	.16	.15	Dly
"	LAX P*	.41	.22	.15	Dly
Ciudad Juarez, ▶ Chih., Mex.	MEX L	.16	.14	...	Dly
Ciudad Trujillo, D. R.	LGA P*	.25	.21	.15	Dly
"	MIA P*	.15	.12	.15	Dly
"	MIA K	.15	.12	.15	Th
"	EWR TC	.45	.25	...	Frequently
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Ciudad Victoria, Mexico	DAL B	.30	...	.10	Dly
"	FTW B	.30	...	.10	Dly
"	SAT B	.23	...	.10	Dly
"	LRD B	.16	...	.10	Dly
Cochabamba, Bolivia	MIA P*	1.13	.61	.15	M,W,F,Sa
"	MSY P*	1.19	.65	.15	M,W,F,Sa
"	HOU P*	1.22	.71	.15	Su,T,Th,F
"	BRO P*	1.22	.71	.15	Su,T,Th,F
"	LAX P*	1.35	.85	.15	Su,T,Th,F
Colombia, Any Destination other than those named herein	MIA P	.72	.40	.15	Dly
"	MSY P	1.18	...	.15	Dly
"	HOU P	1.28		.15	Dly
"	BRO P	1.20		.15	Dly
"	NLD P	1.22		.15	Dly
"	LAX P	1.40		.15	Dly
Colombo, Ceylon	IDL AO*	2.07	1.55	.30	Dly
"	IDL BO	2.15	1.62	.25	Su,M,T,Th,F
Concepcion, Bolivia	MIA P*	1.16	.63	.15	M,F
"	MSY P*	1.22	.70	.15	M,F
"	HOU P*	1.25	.73	.15	Su,Th
"	BRO P*	1.25	.73	.15	Su,Th
"	LAX P*	1.39	.87	.15	Su,Th
Copenhagen, Denmark	IDL SS	1.12	.84	.20	M,W,F
"	IDL AO	1.13	.85	.15	M,F
"	BOS AO	1.12	.84	.15	F
"	IDL S	1.12	.88	.20	T,Th,Sa
"	LGA TR	1.00	.75	.12½	
"	HFD TR	1.00	.75	.12½	
"	IDL AF	1.21	.91	.15	Dly
"	BOS AF	1.19	.89	.15	Dly
"	IDL K*	1.12	.84	.20	Su,T,Th,F,Sa
"	EWR TC	.90	.75	.23	
"	IDL BO	1.12	.84	.20	Su,M,T,Th,F
Coquilhatville, Belgian Congo	IDL S	1.90	1.42	.25	T,Th,Sa
Cordoba, Argentina	MIA P*	1.28	.78	.15	F
"	MSY P*	1.42	.83	.15	F
"	HOU P*	1.42	.83	.15	Th
"	BRO P*	1.42	.83	.15	Th
"	LAX P*	1.56	1.00	.15	Th
Costermansville, Belgian Congo	IDL S	1.90	1.42	.25	T,Th,Sa
Cristobal, Canal Zone	MIA P*	.41	.21	.15	Dly
"	MSY P*	.47	.28	.15	Dly
"	HOU P*	.50	.31	.15	Dly
"	BRO P*	.50	.31	.15	Dly
"	LAX P*	.62	.45	.15	Dly
Cucuta, Colombia	MIA P*	.54	.28	.15	Su,W,F,Sa
"	LGA P*	.64	.37	.15	Su,Th
"	MSY P*	.60	.35	.15	Su,W,F,Sa
"	HOU P*	.63	.38	.15	T,Th,F,Sa
"	BRO P*	.63	.38	.15	T,Th,F,Sa
"	LAX P*	.77	.52	.15	T,Th,F,Sa
Cuenca, Ecuador	MIA P*	.67	.38	.15	Su,M,Th
"	MSY P*	.73	.43	.15	Su,M,Th
"	HOU P*	.76	.46	.15	Su,W,Sa
"	BRO P*	.76	.46	.15	Su,W,Sa
"	LAX P*	.89	.60	.15	Su,W,Sa
Curacao, N.W.I.	LGA P*	.40	.31	.15	Dly
"	MIA P*	.30	.22	.15	Dly
"	MIA K	.30	.22	.15	Dly
"	EWR TC	.65	.50		Frequently
Curityba, Brazil	LGA P*	1.33	.77	.15	F
"	MIA P*	1.28	.71	.15	F
"	MSY P*	1.35	.78	.15	F
"	HOU P*	1.38	.81	.15	Th
"	BRO P*	1.38	.81	.15	Th
"	LAX P*	1.52	.96	.15	Th
Dakar, Senegal, F. W. Africa	LGA P	1.65	1.21	.15	M,Th
"	BOS P	1.65	1.19	.15	Sa
"	IDL AO*	1.69	1.27	.30	Dly
"	IDL AF	1.67	1.26	.15	Three Wkly
"	BOS AF	1.65	1.24	.15	
Damascus, Syria	LGA P	1.62	1.12	.15	T
"	BOS P	1.50	1.10	.15	F
"	IDL AO*	1.52	1.14	.30	Dly
"	IDL SW	1.43	1.10	.20	
"	IDL AF	1.50	1.13	.15	
"	BOS AF	1.48	1.11	.15	
"	IDL BO	1.55	1.17	.25	Su,M,T,Th,F
"	EWR TC	1.50	1.13	...	Frequently
"	IDL SS	1.55	1.17	.25	M,W,F
"	IDL K	1.55	1.17	.25	Su,T
Dar-es-Salaam, Tanganyika	IDL AO*	1.97	1.48	.30	Dly
"	BOS AO*	1.95	1.46	.30	Su,Th
"	IDL BO	2.05	1.54	.25	Su,M,T,Th,F
"	IDL AF	1.96	1.47	.15	Su,T,F
"	BOS AF	1.94	1.45	.15	
Darwin, Australia	IDL BO	2.72	2.04	.25	Su,M,T,Th,F
David, Panama	MIA P*	.45	.22	.15	Dly
"	MSY P*	.45	.26	.15	Dly
"	HOU P*	.48	.29	.15	Dly
"	BRO P*	.48	.28	.15	Dly
"	LAX P*	.77	.50	.15	Dly
Delhi, India	IDL AO*	1.95	1.47	.15	Dly
"	IDL BO	2.05	1.54	.25	Su,M,T,Th,F
"	LGA P	2.20	1.79	.15	Su,F
"	BOS P	2.17	1.76	.15	T
"	LAX P	3.45	2.89	.15	T,F,Sa
"	SFO P	3.45	2.89	.15	T,F,Sa
"	PDX P	3.45	2.89	.15	Sa
"	SEC P	3.45	2.89	.15	Sa
"	IDL K*	2.05	1.54	.25	Su
Dhahran, Saudi Arabia	LGA SI	2.40	1.65	.25	Frequently
"	LGA TR	2.22	1.42	.15	
"	HFD TR	2.22	1.42	.15	
"	IDL AO*	1.72	1.29	.25	Dly
"	LGA TW	1.80	1.35	.25	Su,W,F
"	LAX W*	3.80	2.78		
"	PDX W*	3.80	2.78		
"	SEC W*	3.80	2.78	...	
"	CHI U*	1.84	1.40	.25	Su,W,F
"	YIP U*	1.81	1.37	.25	Su,W,F
"	LAX U*	2.04	1.55	.25	
"	SFO U*	2.05	1.56	.25	
"	OAK U*	2.05	1.56	.25	
Douala, Fr. W. Africa	IDL AF	1.82	1.37	.15	Weekly
"	BOS AF	1.80	1.35	.15	
"	IDL AO*	2.18	1.64	.45	Dly
Dublin, Eire	IDL AO*	.95	.71	.21	Dly
"	CHI U*	.97	.74	.20	
"	YIP U*	.94	.72	.20	
"	LGA TR	.73	.65	.10	
"	HFD TR	.73	.65	.10	
"	IDL BO	.93	.70	.20	
"	IDL K*	1.05	.79	.20	Su,W,Th
"	LGA TW*	.93	.70	.20	T,Th,F,Sa
Durango, Dgo., Mex.	MEX L	.11	.09		
Durban, So. Afr.	IDL BO	2.05	1.54	.25	Su,M,T,Th,F
"	IDL AO*	2.25	1.69	.30	Dly
Dusseldorf, Germany	IDL SS	1.12	.84	.20	Dly
"	IDL S	1.09	.82	.20	T,Th,Sa
"	IDL BO	1.09	.82	.20	Su,M,T,Th,F
"	IDL AO*	1.17	.88	.21	Dly
"	IDL K**	1.09	.82	.20	Sa
East London, U. of So. Africa	IDL BO	2.16	1.62	.25	Su,M,T,Th,F
Edmonton, Alberta, Canada	LGA T*	6.80	.31	.10	Dly
E'monton, Cont'd.	CTB W	.16	.....	.10	
Eindhoven, Netherlands	IDL AO*	1.09	.82	.21	M,W,Sa
"	BOS AO*	1.07	.80	.21	M
Elisabethville, Belgian Congo	IDL AO*	2.05	1.50	.30	Dly
"	IDL S	1.90	1.42	.25	T,Th,Sa
Esmeraldas, Ecuador	MIA P*	.67	.38	.10	T
"	MSY P*	.73	.43	.15	T
"	HOU P*	.76	.46	.15	M
"	BRO P*	.76	.46	.15	M
"	LAX P*	.89	.60	.15	M
Fairbanks, Alaska	SEC P	.40	.15	.15	Dly
"	OAK TR	.56	.52½	.15	
Florianopolis, Brazil	LGA P*	1.37	.79	.65	Dly except Th
"	MIA P*	1.30	.72	.65	Dly except Th
"	MSY P*	1.37	.79	.15	Dly except Th
"	HOU P*	1.40	.82	.15	Dly except W
"	BRO P*	1.40	.82	.15	Dly except W
"	LAX P*	1.54	.96	.15	Dly
Fort William, Ontario, Can.	LGA T*	4.30	.142	.10	Dly
Fortaleza (Ceara), Brazil	LGA P*	1.03	.58	.15	Dly except F
"	MIA P*	.96	.52	.15	Dly except F
"	MSY P*	1.03	.60	.15	Dly except F
"	HOU P*	1.06	.62	.15	Dly except Th
"	BRO P*	1.06	.62	.15	Dly except Th
"	LAX P*	1.20	.76	.15	Dly except Th
Frankfort-on-Main, Germany	LGA P	1.20	.87	.15	Four Wkly
"	BOS P	1.17	.85	.15	Four Wkly
"	IDL AO	1.13	.85	.15	Dly
"	BOS AO	1.12	.84	.15	M,T,Sa
"	DCA AO	1.17	.87	.15	F
"	PHL AO	1.16	.87	.15	F
"	IDL K*	1.12	.84	.20	Su,T,F
"	LGA TR	.92	.77	.12½	
"	HFD TR	.92	.77	.12½	
"	IDL SW	.97	.78	.20	
"	IDL BO	1.12	.84	.20	Dly
"	IDL SS	1.12	.84	.20	Dly
"	IDL S	1.12	.88	.20	T,Th,Sa
"	IDL SR	1.12	.84	.20	Su,W
"	IDL AF	1.13	.85	.15	
"	BOS AF	1.11	.83	.15	
Freetown, Sierre Leone	IDL AF	1.75	1.32	.15	
"	BOS AF	1.73	1.30	.15	
Fresnillo, Zac., Mex.	MEX L	.06	.05		Dly
Gander, N. F.	LGA P	.38	.29	.15	Four Wkly
"	BOS P	.35	.26	.15	Four Wkly
"	IDL AO	.38	.28	.15	Dly
"	BOS AO	.35	.26	.15	M,T,W,F,Sa
"	DCA AO	.40	.30	.15	F
"	PHL AO	.39	.29	.15	F
"	BOS TW	.35	.26	.15	
"	BOS T*	4.41	.1465	.10	Dly
"	IDL BO	.38	.29	.15	Dly
"	IDL SR	.38	.29		Su,W
"	CHI U*	.44	.35	.15	
"	YIP U*	.42	.33	.15	
Gdansk, Poland	IDL AO*	1.39	1.05	.21	Su,M,W,F
Geneva, Switzerland	IDL AO*	1.16	.87	.15	Dly
"	IDL S	1.12	.84	.20	T,Th,Sa
"	LGA TR	.92	.77	.12½	
"	HFD TR	.92	.77	.12½	
"	IDL SW	.99	.79	.20	
"	IDL BO	1.12	.84	.20	Dly
"	IDL SS	1.12	.84	.20	Dly
"	IDL AF	1.16	.87	.15	Dly
"	BOS AF	1.13	.85	.15	Dly
"	IDL K*	1.12	.84	.20	F
"	LGA TW	1.12	.84	.20	Su,M,T,F,Sa
"	DCA TW	1.16	.87	.20	
"	PHL TW	1.13	.85	.20	
"	BOS TW	1.09	.82	.20	T
"	YIP TW	1.13	.86	.20	Th
"	CHI TW	1.16	.89	.20	Th
"	EWR TC	.90	.70	.25	
"	IDL SR	1.12	.84	.20	Su,W
"	CHI U*	1.16	.87	.20	Su,M,T,F,Sa
"	YIP U*	1.13	.86	.20	Su,M,T,F,Sa
"	LAX U*	1.36	1.03	.20	
"	SFO U*	1.37	1.04	.20	
"	OAK U*	1.37	1.04	.20	
Genoa, Italy	IDL AF	1.14	.86	.15	
"	BOS AF	1.12	.84	.15	
Georgetown, British Guiana	LGA P*	.56	.35	.15	M,Th
"	MIA P*	.49	.29	.15	M,Th
"	MSY P*	.56	.35	.15	M,Th
"	HOU P*	.59	.39	.15	Su,W
"	BRO P*	.59	.38	.15	Su,W
"	LAX P*	.73	.53	.15	Su,W
"	MIA K	.49	.29	.15	Sa
Gibraltar, Gibraltar	IDL AO*	1.33	.99	.30	Dly
"	IDL BO	1.31	.99	.25	Su,M,T,Th,F
Glasgow, Scotland	IDL AO	.96	.72	.15	M,W,Sa
"	BOS AO	.94	.70	.15	M
"	LGA TW*	.93	.70	.10	M,T,W,Th,F
"	LGA TR	.78	.68		
"	HFD TR	.78	.68	.10	
"	LGA BO	.93	.70	.20	Su,M,T,Th,F
"	IDL SS	.93	.70	.20	Dly
"	IDL AF	1.12	.84	.15	
"	BOS AF	1.10	.82	.15	
"	IDL K*	.93	.70	.20	Sa
"	UL T	.90C	.72C	.22**	Su,Th,Sa
"	EWR TC	.90	.70		Frequently
"	CHI U*	.97	.73	.20	

Destination	Airport and Airline	Rates (See Note) [illegible]	[illegible]	Per $100 Value	Depart
Glasgow, Cont'd	YIP U*	.94	.73	.20	
Gothenburg, Sweden	IDL AO*	1.17	.87	.21	M,F
"	IDL SS	1.10	.84	.20	Dly
"	IDL AF	1.21	.91	.15	
"	BOS AF	1.10	.90	.15	
Guadalajara, Mex.	HOU P*	.22	.17	.15	Dly
"	BRO P*	.21	.18	.15	Dly
"	LAX P*	.20	.20	.15	Dly
Guam	LAX P	2.60	1.80	.25	T,Th,Sa
"	SFO P	2.60	1.80	.25	T,Th,Sa
"	PDX P	2.60	1.80	.25	Sa
"	SEC P	2.60	1.80	.25	Sa
"	OAK TR	1.60	1.17	.07½	
Guantanamo, Cuba	MIA P*	.15	.10	.15	Twice Dly
Guatemala City, Guatemala	MIA P*	.30	.19	.15	Dly
"	MSY P*	.34	.19	.15	Dly
"	HOU P*	.32	.23	.15	Twice Dly
"	BRO P*	.31	.19	.15	Dly
"	LAX P*	.47	.34	.15	Dly
"	MSY TA	.34	.19	...	Dly
"	MEX TA	.17	.12	...	M,T,W,Th,F
"	HOU SK	—See Note SK		...	
"	MSY SK	.30	.19	...	
Guayaquil, Ecuador	MIA P*	.65	.33	.15	11 Wkly
"	MSY P*	.71	.42	.15	Dly except Sa
"	HOU P*	.74	.45	.15	Dly except F
"	BRO P*	.74	.45	.15	Dly except F
"	CRP P*	.74	.45	.15	Dly except F
"	LAX P*	.87	.50	.15	Dly
"	BRO B	.75	.46	.20	Sa,M,W,F
"	CHI B	.77	.47	.20	Sa,M,W,F
"	CRP B	.74	.45	.20	Sa,M,W,F
"	DAL B	.77	.47	.20	Sa,M,W,F
"	YIP B*	.77	.47	.20	Sa,M,W,F
"	FTW B	.77	.47	.20	Sa,M,W,F
"	HOU B	.74	.45	.20	Sa,M,W,F
"	IND B	.75	.46	.20	Sa,M,W,F
"	LRD B	.75	.46	.20	Sa,M,W,F
"	MSY B	.71	.42	.15	Sa,M,W,F
"	SAT B	.74	.45	.20	Sa,M,W,F
"	HAV B	.60	.36	.10	Sa,M,W,F
"	LAX A*	.87	.57	.20	Dly
"	ELP A*	.80	.51	.20	Dly
"	SFO A*	.89	.53	.20	Dly
"	YIP U*	.77	.47	.20	M,W,F
Haifa, Israel	EWR TC	1.75	1.26	...	Frequently
"	IDL P*	1.60	1.17	.25	T,Th,Sa
"	IDL BO	1.60	1.17	.25	Sa,M,T,Th,F
"	IDL AO*	1.60	1.14	.20	Dly
Halifax, N. S.	BOS T*	2.64	.0755	.10	Dly
Hamburg, Germany	IDL AO*	1.14	.86	.15	Dly
"	IDL S	1.12	.84	.20	T,Th,Sa
"	LGA TR	.84	.84	.12½	
"	HFD TR	.84	.84	.12½	
"	IDL BO	1.12	.84	.20	Dly
"	IDL SS	1.12	.84	.20	Dly
"	IDL K*	1.12	.84	.20	T,F
Hamilton, Bermuda	LGA P	.25	.19	.15	Dly
"	BOS P	.25	.15	.10	Sa
"	CL T	.30C	.20C	.06**	W,F,Sa
"	YTO T	.30C	.20C	.06**	W,F,Sa
Hargeisa, Br. Somaliland	IDL BO	1.78	1.34	.25	Sa,M,T,Th,F
Harnosand, Sweden	IDL SS	1.20	.90	.20	Dly
Havana, Cuba	MIA P*	.08	.05	.15	Several Dly
"	CHI CS	.20	.18	.15	Dly
"	YIP CS	.20	.18	.15	Dly
"	HOU CS	.18	.16	.15	Dly
"	MSY CS	.14	.11	.15	Dly
"	STL CS	.19	.17	.15	Dly
"	IND CS	.19	.17	.15	Dly
"	BUJ CS	.18	.16	.15	Dly
"	ELD CS	.19	.17	.15	Dly
"	EVV CS	.18	.16	.15	Dly
"	FWA CS	.20	.18	.15	Dly
"	GRW CS	.17	.15	.15	Dly
"	HOT CS	.22	.20	.15	Dly
"	JAN CS	.17	.15	.15	Dly
"	KIN CS	.17	.15	.15	Dly
"	LIT CS	.20	.18	.15	Dly
"	MEM CS	.17	.15	.15	Dly
"	PLK CS	.18	.16	.15	Dly
"	SHV CS	.19	.17	.15	Dly
"	BUF CS	.20	.18	.15	Dly
"	TOL CS	.20	.18	.15	Dly
"	MKC CS	.21	.19	.15	Dly
"	SPG CS	.20	.18	.15	Dly
"	MIA K	.06	.05	.15	M,Th,Sa
"	MIA EA*	.06	.05	.15	Dly
"	LGA EA/m*	.12½	.09	.15	Dly
"	MSY Nd/	.14	.11	.10	Dly
"	MIA Nd/	.06	.05	.10	Dly
"	TPA Nd/	.09	.07	.10	Dly
"	DCA Nd/	.16½	.13	.10	Dly
"	IDL Nd/	.18	.14	.10	Dly
"	RAL Nd/	.17	.13	.10	Dly
"	CHS Nd/	.13	.09½	.10	Dly
"	JAX Nd/	.11	.08	.10	Dly
"	MOB Nd/	.15	.10	.10	Dly
"	ORF Nd/	.15½	.12	.10	Dly
"	SAV Nd/	.12½	.09	.10	Dly
"	EWR Nd/	.18	.14	.10	Dly
"	PHL Nd/	.17½	.13½	.10	Dly
"	BRO B	.21	.18	.15	Sa,M,W,F
"	CHI B	.20	.20	.15	Sa,M,W,F
"	CRP B	.20	.17	.15	Sa,M,W,F
"	DAL B	.18	.16	.15	Sa,M,W,F
"	FTW B	.18	.16	.15	Sa,M,W,F
"	HOU B	.18	.15	.15	Sa,M,W,F
"	LRD B	.22	.19	.15	Sa,M,W,F
"	SAT B	.20	.17	.15	Sa,M,W,F

Destination	Airport and Airline	Rates (See Note) [illegible]	[illegible]	Per $100 Value	Depart
Havana, Cont'd	ELP A*	.26	.22	.10	Dly
"	LAX A*	.32	.29	.10	Dly
"	SFO A*	.34	.31	.10	Dly
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Helsinki, Finland	IDL AO	1.24	.93	.20	M,W,F
"	BOS AO	1.21	.91	.15	W,F
"	IDL SS	1.24	.93	.20	Dly
Hermosillo, Mexico	LAX P*	.20	.19	.15	Dly
Holguin, Cuba	MIA P*	.15	.09	.15	Dly
Hong Kong, Br. Crn. Col.	LGA P	2.36	1.77	.25	T
"	BOS P	2.36	1.77	.25	Sa,T,W,F
"	PDX P	2.36	1.77	.25	Sa
"	SEC P	2.36	1.77	.25	Sa
"	LAX P	2.36	1.77	.25	M,T,Th,F,Sa
"	SFO P	2.36	1.77	.25	M,T,Th,F,Sa
"	SFO PH	2.36	1.77	.25	W,Sa
"	OAK PH	2.36	1.77	.25	W,Sa
"	HJR PH	2.00	1.50	.15	W,Sa
"	LGA PH	2.36	1.77	.15	T,F
"	BOS PH	2.36	1.77	.15	T,F
"	DEN PH	2.36	1.77	.15	T,F
"	SLC PH	2.36	1.77	.15	T,F
"	CHI PH*	2.36	1.77	.15	T,F
"	CLE PH*	2.36	1.77	.15	T,F
"	YIP PH*	2.36	1.77	.15	T,F
"	LAX PH*	2.36	1.77	.15	T,F
"	PDX PH*	2.36	1.77	.15	T,F
"	SEC PH*	2.36	1.77	.15	T,F
"	MKE PH	2.36	1.77	.15	T,F
"	DCA PH	2.36	1.77	.15	T,F
"	LGA BO	2.30	1.80	.25	Sa,M,T,Th,F
"	IDL AF	2.36	1.77	.25	
"	BOS AF	2.36	1.77	.25	
"	CHI NW*	2.36	1.77	.25	Three Wkly
"	CLE NW*	2.36	1.77	.25	Three Wkly
"	YIP NW*	2.36	1.77	.25	Three Wkly
"	LAX NW*	2.36	1.77	.25	Three Wkly
"	MKE NW*	2.36	1.77	.25	Three Wkly
"	MPS NW*	2.36	1.77	.25	Three Wkly
"	LGA NW*	2.36	1.77	.25	Three Wkly
"	PIT NW*	2.36	1.77	.25	Three Wkly
"	PDX NW*	2.36	1.77	.25	Three Wkly
"	SFO NW*	2.36	1.77	.25	Three Wkly
"	SEC NW*	2.36	1.77	.25	Three Wkly
"	DCA NW*	2.36	1.77	.25	Three Wkly
"	LAX W*	2.36	1.77	.25	
"	PDX W*	2.36	1.77	.25	
"	SEC W*	2.36	1.77	.25	
"	EWR TC	2.36	1.77	.25	Frequently
"	BOS A*	2.36	1.77	.25	Dly
"	CHI A*	2.36	1.77	.25	Dly
"	CLE A*	2.36	1.77	.25	Dly
"	YIP A*	2.36	1.77	.25	Dly
"	IDL A*	2.36	1.77	.25	Dly
"	DCA A*	2.36	1.77	.25	Dly
"	OAK TR	2.36	1.77	.25	
"	LGA U*	2.36	1.77	.25	Dly
"	DCA U*	2.36	1.77	.25	Dly
"	CHI U*	2.36	1.77	.25	Dly
"	CLE U*	2.36	1.77	.25	Dly
"	YIP U*	2.36	1.77	.25	Dly
"	LAX U*	2.36	1.77	.25	Dly
"	SFO U*	2.36	1.77	.25	Dly
"	PDX U*	2.36	1.77	.25	
Honolulu, T. H.	LAX P	.71	.57	.15	Dly
"	SFO P	.71	.57	.15	Two Dly
"	PDX P	.71	.57	.15	Th,Sa
"	SEC P	.71	.57	.15	Th,Sa
"	BOS U	.99	.79	.10	Dly
"	CHI U	.90	.73	.10	Dly
"	CLE U	.90	.73	.10	Dly
"	YIP U	.90	.73	.10	Dly
"	MKE U	.90	.71	.10	Dly
"	LGA U	.94	.76	.10	Dly
"	EWR U	.94	.76	.10	Dly
"	PHL U	.94	.76	.10	Dly
"	PVD U	.99	.79	.10	Dly
"	DCA U	.94	.76	.10	Dly
"	LAX U	.71	.57	.10	Dly
"	SFO U	.71	.57	.10	Dly
"	CHI NW	.90	.73	.15	Three Wkly
"	CLE NW	.90	.73	.15	Three Wkly
"	YIP NW	.90	.73	.15	Three Wkly
"	MKE NW	.90	.71	.15	Three Wkly
"	MPS NW	.84	.68	.15	Three Wkly
"	LGA NW	.94	.76	.15	Three Wkly
"	PIT NW	.91	.74	.15	Three Wkly
"	PDX NW*	.71	.57	.15	Three Wkly
"	SEC NW	.71	.57	.15	Three Wkly
"	GEG NW	.74	.60	.15	Three Wkly
"	DCA NW	.94	.76	.15	Three Wkly
"	CHI A*	.90	.71	.15	Dly
"	CLE A*	.90	.73	.15	Dly
"	YIP A*	.90	.73	.15	Dly
"	IDL A*	.94	.76	.15	Dly
"	PH A*	.94	.76	.15	Dly
"	VR BC	.82	.61	.15	M, Alt. Th&F
"	OAK TR	.64	.51	.07½	
Iguassu Falls, Brazil	LGA P*	1.49	.91	.15	Sa
"	MIA P	1.35	.75	.15	Sa
"	MSY P	1.42	.82	.15	Sa
"	HOU P	1.45	.85	.15	Sa
"	BRO P	1.45	.85	.15	Sa
"	LAX P	1.50	.90	.15	Th
Ipiales, Colombia	MIA P*	.65	.37	.15	Dly
"	LGA P*	.78	.41	.15	Sa,Th
"	MSY P*	.71	.39	.15	Dly
"	HOU P*	.74	.42	.15	Dly
"	BRO P*	.74	.42	.15	Dly
"	LAX P*	.87	.54	.15	Dly

Destination	Airport and Airline	Rates (See Note) [illegible]	[illegible]	Per $100 Value	Depart
Irumu, Belgian Congo	IDL S	1.89	1.42	.20	T,Th,Sa
Istanbul, Turkey	IDL K	1.50	1.15	.25	Th
"	LGA P	1.60	1.12	.15	T
"	BOS P	1.50	1.10	.15	T
"	BOS AF	1.46	1.11	.15	
"	IDL AF	1.50	1.13	.15	
"	IDL SS	1.53	1.15	.20	M,W,F
"	IDL AO*	1.50	1.13	.15	Dly
"	IDL BO	1.51	1.15	.25	Sa,M,T,Th,F*
"	EWR TC	1.60	1.10	...	Frequently
"	IDL SR	1.53	1.15	.25	Sa,W
Ixtepec, Mexico	MIA P*	.51	.25	.15	Dly
"	MSY P*	.48	.24	.15	Dly
"	HOU P*	.24	.18	.10	Dly
"	BRO P*	.22	.13	.15	Dly
"	LAX P*	.26	.20	.15	Dly
Jaipur, India	IDL AO*	1.97	1.40	.30	Dly
Jakarta, Java	IDL AO*	2.29	1.72	.30	Dly
"	IDL BO	2.41	1.81	.25	Sa,M,T,Th,F
"	IDL K	2.41	1.81	.25	Su,T,F,Sa
Jeddah, Saudi Arabia	LGA BO	1.60	1.25	.25	Sa,M,T,Th,F
Jersey Channel Is., U.K.	IDL AO*	1.09	.82	.21	Dly
Jerusalem, Israel	LGA TW	1.55	1.17	.25	Sa,F
"	DCA TW	1.57	1.20	.25	
"	CHI TW	1.59	1.22	.25	
"	YIP TW	1.56	1.19	.25	
"	BOS TW	1.53	1.15	.25	
"	PHL TW	1.56	1.19	.25	
"	IDL SA	1.62	1.12		Sa
"	IDL AO*	1.52	1.14	.20	Dly
"	CHI U*	1.59	1.22	.25	
"	YIP U*	1.56	1.19	.25	
"	LAX U*	1.79	1.36	.25	
"	SFO U*	1.80	1.37	.25	
"	OAK U*	1.80	1.37	.25	
Jibuti, Fr. Somaliland	LGA BO	1.81	1.36	.25	Sa,M,T,Th,F
"	IDL AF	1.81	1.36	.15	
"	IDL AF	1.79	1.34	.15	
Joao Pessoa (Cabadello)	LGA P	1.67	...	.15	Su,Th,Sa
"	MIA P	1.25	...	.15	Su,Th,Sa
"	MSY P	1.49	...	.15	Su,Th,Sa
"	HOU P	1.48	...	.15	W,F,Sa
"	BRO P	1.58	...	.15	W,F,Sa
"	NLD P	1.56	...	.15	W,F,Sa
"	LAX P	1.92	...	.15	W,F,Sa
Johannesburg, U. of So. Africa	IDL K	1.90	1.42	.25	T,F
"	LGA P	2.50	1.88	.20	M,Th
"	BOS P	2.47	1.86	.20	Su,Th
"	IDL BO	1.89	1.42	.25	Sa,M,T,Th,F
"	IDL AO*	2.16	1.61	.20	Dly
"	IDL S	1.89	1.42	.25	T,Th,Sa
Jos, Nigeria	IDL BO	1.54	1.16	.25	Sa,M,T,Th,F
Juba, Anglo-Egyptian Sudan	IDL S*	1.89	1.42	.25	T,Th,Sa
Juneau, Alaska	SEC P	.30	.13	.15	Dly
"	OAK TR	.41	.34½	.15	
Kabalo, Belgian Congo	IDL S*	1.89	1.42	.25	T,Th,Sa
Kaduna, Nigeria	IDL BO	1.54	1.16	.25	Sa,M,T,Th,F
Kamaran Isl., Eritrea	IDL AO*	1.81	1.35	.30	Dly
"	IDL BO	1.78	1.34	.25	Sa,M,T,Th,F
Kampala, Uganda	IDL BO	1.90	1.43	.25	Sa,M,T,Th,F
Kano, Nigeria, B.W.A.	LGA AO*	1.96	1.480	.30	Dly
"	IDL BO	1.54	1.16	.25	Sa,M,T,Th,F
"	IDL AF	1.68	1.26	.15	Three Wkly
"	BOS AF	1.66	1.24	.15	Three Wkly
"	IDL K	1.54	1.16	.25	T,F
Karachi, Pakistan	LGA P	2.13	1.60	.15	T
"	BOS P	2.10	1.58	.15	Su,T,Th,F
"	PDX P	3.57	2.68	.15	Th,Sa
"	SEC P	3.57	2.68	.15	Th,Sa
"	LAX P	3.57	2.68	.15	T,F,Sa
"	SFO P	3.57	2.68	.15	T,F,Sa
"	IDL SS	1.97	1.48	.25	M,W,F
"	IDL AO*	1.90	1.42	.30	Dly
"	LGA TR	2.04	1.50	.20	
"	HFD TR	2.04	1.50	.20	
"	IDL K	1.97	1.48	.25	Su,T,F,Sa
"	IDL BO	1.97	1.48	.25	Sa,M,T,Th,F
"	IDL AF	1.87	1.41	.15	
"	BOS AF	1.86	1.30	.15	
"	LAX W*	3.00	2.03		
"	PDX W*	3.00	2.03		
"	SEC W*	3.00	2.03		
"	EWR TC	2.00	1.50	.25	
Ketchikan, Alaska	SEC P	.22	.09	.15	Dly
Khartoum, Anglo-Egypt. Sudan	IDL BO	1.79	1.34	.25	Sa,M,T,Th,F
"	IDL SS	1.79	1.34	.25	M,W,F
"	IDL AF	1.71	1.29	.15	Three Wkly
"	BOS AF	1.69	1.27	.15	
"	IDL AO*	1.74	1.30	.30	Dly
Kimberley, So. Afr.	IDL BO	2.00	1.50	.25	Sa,M,T,Th,F
"	LGA AO*	2.23	1.67	.30	Dly
Kindu, Belg. Congo	IDL S	1.89	1.42	.25	T,Th,Sa
Kingston, Jamaica	MIA P*	.20	.10	.15	Two Dly
"	MIA K	.15	.10	.15	M,Th,Sa
"	BUJ CS	.30	.20	.15	Dly
"	CHI CS	.32	.22	.15	Dly
"	YIP CS	.32	.22	.15	Dly
"	ELD CS	.31	.21	.15	Dly
"	EVV CS	.30	.20	.15	Dly
"	FWA CS	.32	.22	.15	Dly
"	GRW CS	.29	.19	.15	Dly

Destination	Airport and Airline		Rates (See Note): Per Lb. (Up to 100 Lbs.)	Rates (See Note): Per Lb. (Over 100 Lbs.)	Rates (See Note): Per $100 Value	Depart
Kingston, Cont'd.	HOT	CS	.33	.23	.15	Dly
"	HAV	CS	.17	.10	.15	Dly
"	HOU	CS	.30	.20	.15	Dly
"	IND	CS	.31	.21	.15	Dly
"	JAN	CS	.29	.19	.15	Dly
"	LIT	CS	.31	.21	.15	Dly
"	MEM	CS	.29	.19	.15	Dly
"	MSY	CS	.27	.17	.15	Dly
"	PUK	CS	.30	.20	.15	Dly
"	STL	CS	.31	.21	.15	Dly
"	SHV	CS	.31	.21	.15	Dly
"	HUF	CS	.32	.22	.15	Dly
"	TOL	CS	.32	.22	.15	Dly
"	MKC	CS	.33	.23	.15	Dly
"	SGF	CS	.32	.22	.15	Dly
"	UL	T	.23C	.24C	.08**	M
"	YTO	T	.23C	.23C	.08**	M
"	EWR	TC	.25	.22	...	Frequently
"	HOU	SK•	See Note SK			....
"	MSY	SK•	See Note SK			....
Kosice, Czech.	IDL	AO*	1.31	.98	.15	M,W,Sa
"	BOS	AO*	1.31	.98	.21	M
Kuwait, Kuwait	IDL	BO	1.70	1.32	.25	Su,M,T,Th,F
"	IDL	AO*	1.73	1.30	.30	Dly
Kristiansand, Norway	IDL	SS	1.12	.84	.20	Dly
"	IDL	K	1.12	.84	.20	F
"	IDL	AO*	1.23	.93	.21	....
La Ceiba, Honduras	MSY	TA	.43	.28	...	M,W,F
"	MEX	TA	.28	.19	...	T,Th,Sa
Lagos, Nigeria	IDL	AO*	1.74	1.30	.30	Dly
"	IDL	BO	1.54	1.16	.25	Su,M,T,Th,F
"	IDL	AF	1.66	1.26	.15	Twice Wkly
"	BOS	AF	1.66	1.24	.15	....
La Guaira, Venezuela	LGA	P*	.50	.32	.15	Dly
"	MIA	P	.40	.23	.15	Dly
"	MSY	P*	.45	.30	.15	Dly
"	HOU	P*	.48	.33	.15	Dly
"	BRO	P*	.48	.33	.15	Dly
"	LAX	P*	.62	.47	.15	Dly
"	MIA	K	.40	.25	.15	Dly
"	BUJ	CS	.50	.33	.15	Dly
"	CHI	CS	.52	.35	.15	Dly
"	YIP	CS	.52	.35	.15	Dly
"	ELD	CS	.51	.34	.15	Dly
"	EVV	CS	.50	.33	.15	Dly
"	FWA	CS	.52	.35	.15	Dly
"	GRW	CS	.49	.32	.15	Dly
"	HOT	CS	.53	.36	.15	Dly
"	HOU	CS	.48	.33	.15	Dly
"	IND	CS	.51	.34	.15	Dly
"	JAN	CS	.49	.32	.15	Dly
"	LIT	CS	.51	.34	.15	Dly
"	MEM	CS	.49	.32	.15	Dly
"	MSY	CS	.45	.30	.15	Dly
"	PUK	CS	.50	.33	.15	Dly
"	STL	CS	.51	.34	.15	Dly
"	SHV	CS	.51	.34	.15	Dly
"	HUF	CS	.52	.35	.15	Dly
"	TOL	CS	.52	.35	.15	Dly
"	MKC	CS	.53	.36	.15	Dly
"	SGF	CS	.52	.35	.15	Dly
"	HAV	CS	.40	.23	.15	Dly
"	KIN	CS	.34	.17	.15	Dly
"	EWR	TC	.45	.35	.25	....
La Paz, Bolivia	MIA	P*	1.07	.81	.15	Dly except T
"	MSY	P*	1.13	.85	.15	Dly except T
"	HOU	P*	1.16	.86	.15	Dly except M
"	BRO	P*	1.16	.86	.15	Dly except M
"	LAX	P*	1.30	.92	.15	Dly except M
"	EWR	TC	1.42	1.24		Frequently
"	CHI	B*	1.19	.70	.15	M
"	DAL	B*	1.19	.70	.15	M
"	HOU	B*	1.16	.69	.15	M
"	BRO	B	1.17	.69	.15	M,F
"	CRP	B*	1.16	.69	.15	M,F
"	YIP	B	1.19	.70	.15	M,F
"	FTW	B*	1.19	.70	.15	M,F
"	HAV	B*	1.08	.57	.15	M,F
"	IND	B	1.18	.69	.15	M,F
"	LRD	B	1.17	.69	.15	M,F
"	MSY	B*	1.13	.68	.15	M,F
"	SAT	B*	1.17	.69	.15	M,F
"	ELP	A*	1.22	.74	.20	Dly
"	LAX	A*	1.29	.80	.20	Dly
"	SFO	A*	1.30	.81	.20	Dly
"	HOU	SK•	See Note SK			....
"	MSY	SK•	See Note SK			....
"	YIP	U*	1.19	.70	.20	Su,F
Leopoldville, Belgian Congo	LGA	P	2.25	1.69	.15	M,Th
"	BOS	P	2.22	1.67	.15	Sa
"	IDL	AO*	1.98	1.48	.30	M,W,Sa
"	IDL	S	1.73	1.30	.25	T,Th,Sa
Lethbridge, Alb., Canada	LGA	T	8.50†	.31	.10	Dly
"	CTB	W	.08	....	.10	Dly
Libenge, Belgian Congo	IDL	S	1.89	1.42	.25	T,Th,Sa
Lima, Peru	MIA	P*	.87	.65	.15	Dly
"	MSY	P*	.93	.53	.15	Dly
"	HOU	P*	.96	.56	.15	Dly
"	BRO	P*	.96	.56	.15	Dly
"	LAX	P*	1.00	.70	.15	Dly
"	HOU	B*	.96	.56	.15	Su,M,W,F
"	IND	B	.98	.57	.15	Su,M,W,F
"	LRD	B	.97	.57	.15	Su,M,W,F
"	MSY	B*	.93	.53	.15	Su,M,W,F
"	SAT	B*	.96	.56	.15	Su,M,W,F
"	BRO	B	.97	.57	.15	Su,M,W,F
Lima, Cont'd.	CHI	B*	.99	.58	.15	Su,M,W,F
"	CRP	B*	.96	.56	.15	Su,M,W,F
"	DAL	B*	.99	.58	.15	Su,M,W,F
"	FTW	B	.99	.58	.15	Su,M,W,F
"	HAV	B*	.83	.45	.15	Su,M,W,F
"	EWR	TC	1.20	1.09		Frequently
"	ELP	A*	1.02	.62	.20	Dly
"	LAX	A*	1.09	.69	.20	Dly
"	SFO	A*	1.10	.69	.20	Dly
"	HOU	SK•	See Note SK			....
"	MSY	SK•	See Note SK			....
"	YIP	*	.90	.56	.20	M,W,F
Lisala, Belgian Congo	IDL	S	1.89	1.42	.25	T,Th,Sa
Lisbon, Portugal	LGA	P	1.01	.76	.15	Su,M,F
"	BOS	P	.99	.74	.15	Su,M,F
"	IDL	AO*	1.30	.97	.21	Dly
"	IDL	S	1.11	.84	.20	T,Th,Sa
"	LGA	TR	1.15	.70	.10	....
"	HFD	TR	1.15	.70	.10	....
"	CHI	U*	1.05	.81	.20	M,W,F,Sa
"	YIP	U*	1.02	.78	.20	M,W,F,Sa
"	LAX	U*	1.25	.93		....
"	SFO	U*	1.26	.96		....
"	OAK	U*	1.26	.96		....
"	IDL	BO	1.05	.79	.20	Su,M,T,Th,F
"	IDL	AF	1.14	.86	.15	Twice Wkly
"	BOS	AF	1.12	.84	.15	....
"	LGA	TW	1.01	.76	.20	M,W,F,Sa
"	BOS	TW	.98	.74	.20	M,F
"	YIP	TW	1.02	.78	.20	....
"	CHI	TW	1.05	.81	.20	....
"	IDL	K*	1.21	.91	.20	Sa
"	EWR	TC	1.00	.75	.25	....
Liverpool, England	IDL	AO*	.99	.74	.21	Dly
"	BOS	AO*	.97	.73	.21	Su,T,Th,F,Sa
"	LGA	TW*	.97	.73	.20	T,Th,F,Sa
"	IDL	K	.97	.73	.20	T
"	IDL	BO	.97	.73	.20	Dly
"	CHI	U*	1.01	.77	.20	....
"	YIP	U*	.98	.74	.20	....
Loanda, Belgian Congo	IDL	S	1.89	1.42	.25	T,Th,Sa
London, England	LGA	P	1.03	.77	.15	Dly
"	BOS	P	1.00	.75	.15	Dly
"	IDL	AO	1.03	.77	.15	Dly
"	BOS	AO	1.00	.75	.15	Su,Th
"	DCA	AO	1.05	.80	.15	F
"	PHL	AO	1.04	.79	.15	F
"	LGA	TW	1.00	.75	.20	T,Th,F,Sa
"	IDL	S	1.05	.79	.20	T,Th,Sa
"	LGA	TR	.70	.60	.10	....
"	HFD	TR	.70	.60	.10	....
"	IDL	SW	.87	.70	.20	....
"	IDL	BO	1.00	.75	.20	Dly
"	IDL	SS	1.00	.75	.20	Dly
"	IDL	AF	1.09	.82	.15	Dly
"	BOS	AF	1.02	.77	.15	Dly
"	IDL	K*	1.05	.79	.20	Su,T,Th,F,Sa
"	UL	T	1.04C	.77C	.22**	Su,T,W,Th,Sa
"	EWR	TC	.70	.60	.25	....
London, Ont., Canada	LGA	T*	2.14	.0555	.10	Dly
Lulea, Sweden	IDL	SS	1.20	.90	.20	Dly
"	IDL	AO*	1.12	.92	.15	....
Luluaburg, Belgian Congo	IDL	S	1.89	1.42	.25	T,Th,Sa
Lusaka, Northern Rhodesia	IDL	BO	1.89	1.42	.25	Su,M,T,Th,F
Luxor, Egypt	IDL	AO*	1.64	1.23	.30	Dly
"	IDL	BO	1.67	1.26	.25	Su,M,T,Th,F
Lydda, Israel	LGA	TR	1.66	1.27	.15	....
"	IDL	SS	1.55	1.17	.25	M,W,F
"	LGA	TW	1.55	1.17	.25	Su,F
"	IDL	AF	1.50	1.13	.15	....
"	BOS	AF	1.48	1.11	.15	....
"	IDL	AO*	1.52	1.14	.30	Dly
"	EWR	TC	1.50	1.10	.25	....
"	IDL	K	1.55	1.17	.25	Sa
"	IDL	S*	1.55	1.17	.25	T,Th,Sa
"	IDL	BO	1.55	1.17	.25	....
"	IDL	SR	1.55	1.17	.25	....
Lyon, France	IDL	AF	1.15	.86	.15	Dly
"	BOS	AF	1.11	.83	.15	....
"	IDL	AO*	1.16	.86	.21	M,W,Sa
"	BOS	AO*	1.10	.852	.21	M
Maceio, Brazil	LGA	P*	1.17	.88	.15	M,W,Sa
"	MIA	P*	1.10	.80	.15	M,W,Sa
"	MSY	P*	1.17	.87	.15	M,W,Sa
"	HOU	P*	1.20	.70	.15	Su,T,F
"	BRO	P*	1.20	.70	.15	Su,T,F
"	LAX	P*	1.88		.15	Su,T,F
Madras, India	IDL	AO*	1.96	1.47	.30	Dly
"	IDL	BO	2.15	1.62	.25	....
Madrid, Spain	IDL	AO*	1.25	.93	.21	Dly
"	LGA	TR	1.20	.95	.10	....
"	HFD	TR	1.20	.95	.10	....
"	IDL	BO	1.11	.84	.20	Su,M,T,Th,F
"	IDL	AF	1.10	.83	.15	....
"	BOS	AF	1.08	.81	.15	....
"	LGA	TW	1.11	.84	.20	Su,M,W,F
"	BOS	TW	1.09	.82	.20	M,F
"	CHI	TW	1.15	.89	.20	....
"	YIP	TW	1.12	.86	.20	....
"	IDL	K*	1.11	.84	.20	T
"	EWR	TC	1.05	.75	.25	....
"	IDL	S	1.25	.94		T,Sa
"	CHI	U*	1.15	.89	.20	M,W,F,Sa
"	YIP	U*	1.12	.86	.20	M,W,F,Sa
"	LAX	U*	1.34	1.02	.20	....
"	SFO	U*	1.35	1.02	.20	....
"	OAK	U*	1.35	1.02	.20	....
Malmo, Sweden	IDL	AF	1.21	.91	.15	Dly
"	BOS	AF	1.19	.90	.15	Dly
"	IDL	AO*	1.14	.90	.21	M,F
"	LGA	TR	1.09	.90	.12½	....
"	HFD	TR	1.05	.90	.12½	....
"	IDL	SS	1.14	.86	.20	Dly except Th
Malta, Malta	IDL	AO*	1.32	.99	.21	Dly
"	IDL	BO	1.30	.98	.25	Su,M,T,Th,F
Managua, Nicaragua	MIA	P*	.30	.24	.15	Dly
"	MSY	P*	.43	.30	.15	Dly
"	HOU	P*	.41	.27	.15	Dly
"	BRO	P*	.39	.24	.15	Dly
"	MSY	TA	.43	.28	...	Dly except Su
"	MEX	TA	.25	.19	...	T thru Sa
Managua, Colombia	LAX	P*	.56	.39	.15	Dly
"	LGA	EA	.51	.48	.20	....
"	MIA	EA	.44½	.33½	.20	....
"	HAV	EA	.36½	.28½	.15	....
"	HOU	SK•	See Note SK			....
"	MSY	SK•	See Note SK			....
"	MIA	P*	.47	.34	.15	Dly
"	LGA	P*	.67	.43	.15	Dly
"	MSY	P*	.53	.41	.15	Dly
"	HOU	P*	.56	.34	.15	Dly
"	BRO	P*	.56	.34	.15	Dly
"	LAX	P*	.70	.48	.15	Dly
Manaus, Brazil	LGA	P*	1.08	.81	.15	Dly except Sa
"	MIA	P*	1.01	.76	.15	Dly except Sa
"	MSY	P*	1.06	.83	.15	Dly except Sa
"	HOU	P*	1.11	.85	.15	Dly except Sa
"	BRO	P*	1.11	.85	.15	Dly except Sa
"	LAX	P*	1.28	.79	.15	Dly except Sa
Manchester, England	IDL	AO*	1.08	.77	.21	Dly
"	IDL	K*	1.05	.79	.20	Sa,F
"	IDL	SS	.99	.75	.20	Dly
"	IDL	AF	1.13	.84	.15	....
"	BOS	AF	1.01	.82	.15	....
"	IDL	S	1.05	.79	.20	T,Th,Sa
"	LGA	TW*	.97	.73	.20	W,Th
"	IDL	BO	.97	.73	.20	Dly
"	CHI	U*	1.01	.77	.20	....
"	YIP	U*	.98	.74	.20	....
Manila, Philippines	LAX	P	2.36	1.77	.25	T,Sa
"	SFO	P	2.36	1.77	.25	T,Sa
"	PDX	P	2.36	1.77	.25	Sa
"	SEA	P	2.36	1.77	.25	Sa
"	LGA	P	2.36	1.77	.25	T
"	BOS	P	2.36	1.77	.25	T
"	SFO	PH	2.36	1.77	.25	W,Sa
"	OAK	PH	2.36	1.77	.25	W,Sa
"	LAX	PH*	2.36	1.77	.25	T,F
"	PDX	PH*	2.36	1.77	.25	T,F
"	SEA	PH*	2.36	1.77	.25	T,F
"	HNL	PH	1.79	1.34	.15	W,Sa
"	LGA	PH	2.36	1.77	.25	T,F
"	BOS	PH	2.36	1.77	.25	T,F
"	DEN	PH	2.36	1.77	.25	T,F
"	SLC	PH	2.36	1.77	.25	T,F
"	CLE	PH*	2.36	1.77	.25	T,F
"	YIP	PH*	2.36	1.77	.25	T,F
"	CHI	PH	2.36	1.77	.25	T,F
"	MKE	PH	2.36	1.77	.25	T,F
"	DCA	PH	2.36	1.77	.25	T,F
"	EDF	NW	2.36	1.77	.25	Three Wkly
"	CHI	NW	2.36	1.77	.25	Three Wkly
"	CLE	NW	2.36	1.77	.25	Three Wkly
"	YIP	NW	2.36	1.77	.25	Three Wkly
"	LAX	NW*	2.36	1.77	.25	Three Wkly
"	MKE	NW	2.36	1.77	.25	Three Wkly
"	MPS	NW	2.36	1.77	.25	Three Wkly
"	LGA	NW	2.36	1.77	.25	Three Wkly
"	PIT	NW	2.36	1.77	.25	Three Wkly
"	PDX	NW*	2.36	1.77	.25	Three Wkly
"	SFO	NW*	2.36	1.77	.25	Three Wkly
"	SEA	NW	2.36	1.77	.25	Three Wkly
"	DCA	NW	2.36	1.77	.25	Three Wkly
"	LAX	W*	2.36	1.77	.25	....
"	PDX	W*	2.36	1.77	.25	....
"	SEA	W*	2.36	1.77	.25	....
"	IDL	AF	2.36	1.77	.25	....
"	BOS	AF	2.36	1.77	.25	....
"	BOS	A*	2.36	1.77	.25	Dly
"	CHI	A*	2.36	1.77	.25	Dly
"	CLE	A*	2.36	1.77	.25	Dly
"	YIP	A*	2.36	1.77	.25	Dly
"	IDL	A*	2.36	1.77	.25	Dly
"	DCA	A*	2.36	1.77	.25	Dly
"	LGA	U*	2.36	1.77	.25	Dly
"	CHI	U*	2.36	1.77	.25	Dly
"	CLE	U*	2.36	1.77	.25	Dly
"	BOS	U*	2.36	1.77	.25	Dly
"	YIP	U*	2.36	1.77	.25	Dly
"	LAX	U*	2.36	1.77	.25	Dly
"	SFO	U*	2.36	1.77	.25	Dly
Manizales, Colombia	MIA	P*	.34	.20	.15	Dly
"	LGA	P*	.68	.37	.15	Dly
"	MSY	P*	.60	.35	.15	Dly
"	HOU	P*	.63	.36	.15	Dly
"	BRO	P*	.63	.38	.15	Dly
"	LAX	P*	.78	.52	.15	Dly
Manono, Belgian Congo	IDL	S	1.89	1.42	.25	T,Th,Sa
Manta, Ecuador	MIA	P*	.65	.35	.15	M,T,W,Sa
"	MSY	P*	.71	.42	.15	M,T,W,Sa
"	HOU	P*	.74	.56	.15	Su,M,W,F
"	BRO	P*	.74	.56	.15	Su,M,W,F
"	LAX	P*	.87	.59	.15	Su,M,W,F
Manzanillo, Cuba	MIA	P*	.18	.09	.15	Dly

Destination	Airport and Airline		Rates (See Note)			Depart
			[illegible]	[illegible] Over	[illegible]	
Maracaibo, Venezuela	MIA	P*	.60	.22	.15	Dly
"	LGA	P*	.80	.31	.15	Dly
"	MSY	P*	.60	.29	.15	Dly
"	HOU	P*	.46	.23	.15	Dly
"	BRO	P*	.49	.22	.15	Dly
"	LAX	P*	.62	.46	.15	Dly
"	MIA	K	.60	.23	.15	Dly
Mariehamn, Finland	IDL	AO*	1.17	.99	.21	M,W,F
"	BOS	AO*	1.16	.97	.21	W,F
Marseille, France	IDL	AO*	1.17	.87	.20	Dly
"	BOS	AO*	1.15	.85	.20	Su,Th
"	IDL	BO	1.22	.92	.15	Su,M,T,Th,F
"	IDL	AF	1.10	.87	.15	Dly
"	BOS	AF	1.14	.85	.15	Dly
"	LGA	P	1.20	.90	.15	Su
"	BOS	P	1.20	.87	.15	Su
Matadi, Belgian Congo	IDL	S	1.80	1.30	.25	T,Th,Sa
Mauritius	IDL	AF	2.27	1.79	.15	Weekly
"	BOS	AF	2.30	1.76	.15	....
Mayaguez, Puerto Rico	EWR	TC	.35	.30	...	Frequently
Mayajigua, Cuba	MIA	P*	.15	.09	.15	Dly
Mazatlan, Mexico	HOU	P*	.26	.21	.15	Dly
"	BRO	P*	.26	.17	.15	Dly
"	LAX	P*	.30	.26	.15	Dly
"	MEX	L	.13	.11	...	Dly
Medan, Sumatra	IDL	BO	2.41	1.61	.25	Su,M,T,Th,F
"	IDL	K	2.41	1.61	.25	Su,T,F
Medellin, Colombia	MIA	P*	.51	.26	.15	Dly
"	LGA	P*	.61	.33	.15	Su,Th
"	MSY	P*	.57	.33	.15	Dly
"	HOU	P*	.60	.36	.15	Dly
"	BRO	P*	.60	.36	.15	Dly
"	LAX	P*	.73	.50	.15	Dly
Merida, Mexico	MIA	P*	.25	.13	.15	Dly
"	MSY	P*	.22	.11	.15	Dly
"	HOU	P*	.32	.22	.15	Dly
"	BRO	P*	.30	.18	.15	Dly
"	LAX	P*	.46	.33	.15	Dly
"	DAL	B	.58	...	...	Dly
"	FTW	B	.56	...	...	Dly
"	LRD	B	.42	...	...	Dly
"	SAT	B	.49	...	...	Dly
Mexicali, Mexico	LAX	P*	.06	.05	.15	Dly
Mexico City, Mexico	MIA	P*	.44	.22	.15	Dly
"	MSY	P*	.38	.21	.15	Dly
"	HOU	P*	.16	.12	.15	Dly
"	BRO	P*	.14	.09	.15	Dly
"	LAX	P*	.30	.25	.15	Dly
"	MSY	TA	.51	.30	...	M thru F
"	DAL	A	.30	...	...	Dly
"	LAX	A	.25	...	...	Dly
"	ELP	A	.35	...	...	Dly
"	SAT	A	.30	...	...	Dly
"	ELP	L	.16	.14	...	Dly
"	HOU	SK*	—See Note SK			....
"	MSY	SK*	—See Note SK			....
Midway Island	LAX	P	1.16	.88	.20	M,T,W,F
"	SFO	P	1.16	.88	.20	M,T,W,F
"	PDX	P	1.16	.88	.20	....
"	SEC	P	1.16	.88	.20	....
"	OAK	TR	1.09	.77	.07½	....
Milan, Italy	IDL	AF	1.20	.90	.15	....
"	BOS	AF	1.18	.88	.15	....
"	IDL	SW	1.06	.85	.20	....
"	IDL	AO*	1.20	.90	.15	Dly
"	IDL	S	1.21	.91	.20	T,Th,Sa
"	LGA	TR	1.00	.85	.15	....
"	HFD	TR	1.00	.85	.15	....
"	IDL	SS	1.20	.90	.25	Dly
"	IDL	BO	1.21	.91	.20	Su,M,T,Th,F
"	IDL	K*	1.21	.91	.20	Su
"	LGA	TW	1.21	.91	.20	Th,Sa
"	BOS	TW	1.19	.89	.20	Su
"	CHI	TW	1.25	.95	.25	Th
"	YIP	TW	1.22	.93	.25	Th
"	PHL	TW	1.22	.93	.25	Th
"	DCA	TW	1.27	.97	.15	....
"	CHI	U*	1.25	.98	.25	....
"	YIP	U*	1.32	.98	.25	....
"	LAX	U*	1.45	1.10	.25	....
"	SFO	U*	1.40	1.11	.25	....
"	OAK	U*	1.40	1.11	.25	....
Minatitlan, Mexico	MIA	P*	.27	.19	.15	Dly
"	MSY	P*	.31	.17	.15	Dly
"	HOU	P*	.28	.16	.15	Dly
"	BRO	P*	.21	.13	.15	Dly
"	LAX	P*	.37	.29	.15	Dly
Mogadisho, Italian Somaliland	IDL	BO	1.90	1.43	.25	Su,M,T,Th,F
Montego Bay, Jamaica	MIA	P*	.18	.09	.15	T,Sa
Monteria, Colombia	MIA	P*	.51	.26	.15	Dly
"	LGA	P*	.61	.33	.15	Su,Th
"	HOU	P*	.60	.36	.15	Dly
"	BRO	P*	.60	.36	.15	Dly
"	LAX	P*	.74	.50	.15	Dly
Monterrey, Mexico	DAL	A	.15	...	.15	Dly
"	ELP	A	.19	...	.15	Dly
"	LAX	A	.21	...	.15	Dly
"	SAT	A	.09	...	.15	Dly
"	NLD	F	...	...	...	Dly
Montevideo, Uruguay	LGA	P*	1.80	.95	.15	Dly
"	MIA	P*	1.43	.85	.15	Dly
"	MSY	P*	1.50	.87	.15	Dly
"	HOU	P*	1.53	.90	.15	Dly
"	BRO	P*	1.53	.90	.15	Dly
Montevideo, Cont'd	LAX	P*	1.67	1.04	.20	Dly
"	EWR	TC	1.55	.93	...	Frequently
Montreal, Que., Canada	LGA	C	.09	...	...	Dly
"	LGA	T*	2.01	.0855	.10	Dly
"	CHI	T*	2.50	.1135	.10	Dly
"	CLE	T*	2.08	.095	.10	Dly
"	CHI	TA	2.50	.1135	.10	Dly
"	CLE	TA	2.08	.095	.10	Dly
"	LGA	NE*	2.20	...	.10	Dly
"	BOS	NE*	1.80	...	.10	Dly
Moscow, USSR	LGA	AO*	1.43	1.13	.15	Su,M,W,F
"	IDL	SS	1.55	1.17	.20	Dly
Mossoro, Brazil	LGA	P	1.41	...	.15	T,F
"	MIA	P	1.24	...	.15	T,F
"	MSY	P	1.44	...	.15	T,F
"	HOU	P	1.41	...	.15	M,Th
"	BRO	P	1.50	...	.15	M,Th
"	LAX	P	1.70	...	.15	M,Th
"	NLD	P	1.84	...	.15	M,Th
Mulhouse, France	IDL	AO*	1.18	.87	.15	Dly
"	BOS	AO*	1.13	.85	.15	M
"	IDL	AF	1.15	.87	.15	
"	BOS	AF	1.13	.85	.15	
Munich, Germany	LGA	P	1.28	.92	.15	Su,F
"	BOS	P	1.25	.90	.15	Su,F
"	IDL	AO*	1.20	.98	.21	Dly
"	IDL	SS	1.18	.88	.20	Dly
"	IDL	S	1.18	.88	.20	T,Th,Sa
"	IDL	K*	1.18	.88	.20	T,F
"	IDL	BO	1.18	.88	.20	
"	IDL	SR	1.18	.88	.20	
Nairobi, Kenya	IDL	AO*	1.92	1.44	.20	Dly
"	IDL	BO	1.90	1.42	.25	M,Th,F
"	IDL	AF	1.90	1.41	.15	
"	BOS	AF	1.88	1.41	.15	
"	IDL	S	1.90	1.42	.25	T,Th,Sa
"	IDL	SS	1.90	1.42	.25	M,W,F
"	IDL	TW*	1.90	1.42	.25	M,F
Nandi, Fiji	SFO	BO*	1.75	1.31	.25	Su,M,T,Th,F
"	SFO	BC	1.75	1.31	.15	M,Th,F
"	HJR	BC	1.04	.79	.15	M,Th,F
"	VR	BC	1.66	1.29	.15	M & Alt. Th,F
Naples, Italy	IDL	AO*	1.31	.98	.21	Dly
"	IDL	S	1.20	.97	...	T,Sa
Nassau, Bahamas	MIA	P*	.07	.04	.15	Dly
"	UL	T	.23	.21	.06**	M,W,Sa
"	YTO	T	.21	.19	.06**	M,W,Sa
"	EWR	TC	.14	.12	...	Frequently
Natal, Brazil	LGA	P*	1.10	.62	.15	Su,Th,Sa
"	MIA	P*	1.00	.36	.15	Su,Th,Sa
"	MSY	P*	1.10	.63	.15	Su,Th,Sa
"	HOU	P*	1.13	.62	.15	W,F,Sa
"	BRO	P*	1.13	.62	.15	W,F,Sa
"	LAX	P*	1.27	.86	.20	W,F,Sa
"	EWR	TC	1.60	1.20	...	Frequently
N'Dola, Rhodesia	IDL	S	1.90	1.42	.25	T,Th,Sa
"	IDL	BO	1.90	1.42	.25	Su,M,T,Th,F
Niamey, Fr. W. Af.	IDL	AF	2.26	1.70	.15	Weekly
"	BOS	AF	2.22	1.67	.15	Weekly
Nice, France	IDL	AO*	1.20	.90	.21	Dly
"	IDL	S	1.15	.87	.20	T,Th,Sa
"	IDL	SS	1.15	.87	.20	M,W,F
"	IDL	AF	1.18	.90	.15	Dly
"	BOS	AF	1.16	.87	.15	Dly
"	LGA	P	1.16	.90	.15	Su,F
"	BOS	P	1.16	.87	.15	Su,F
"	IDL	SR	1.22	.92	...	Su,W
"	IDL	BO	1.15	.87	.20	Su,M,T,Th,F
"	IDL	K*	1.15	.87	.20	Su,T
"	IDL	SR	1.15	.87	.20	Su,W
Nicosia, Cyprus	IDL	AO*	1.51	1.14	.20	Dly
"	BOS	AO*	1.49	1.12	.20	Su,Th
"	IDL	BO	1.50	1.13	.25	Su,M,T,Th,F
Nogales, Son., Mex.	MEX	L	.18	.15	...	Dly
Nome, Alaska	SEC	P	.55	.33	.15	Su,W
"	OAK	TR	.74	.44½	...	....
Norrkoping, Sweden	IDL	SS	1.17	.88	.20	Dly
North Bay, Ont., Canada	LGA	T*	2.64	.0755	.10	Dly
Noumea, New Caledonia	LAX	P	1.76	1.32	.30	Su,Th
"	SFO	P	1.76	1.32	.30	M,Th
"	PDX	P	1.76	1.32	.30	Th
"	SEC	P	1.76	1.32	.30	Th
Nueva Gerona (Isle of Pines), Cuba	MIA	EA	.14	...	...	Dly
Nueva Ocotepeque, Hon.	MSY	TA	.47	.30	...	M,W,F
"	MEX	TA	.27	.21	...	T,Th,Sa
Nuremberg, Germany	IDL	K*	1.17	.88	.20	Su
"	IDL	S	1.16	.87	.20	T,Th,Sa
Oaxaca, Mexico	MIA	P*	.31	.25	.15	Dly
"	MSY	P*	.43	.24	.15	Dly
"	HOU	P*	.21	.19	.15	Dly
"	BRO	P*	.19	.12	.15	Dly
"	LAX	P*	.35	.28	.15	Dly
Okinawa	EDF	NW	2.36	1.77	.25	Three Wkly
"	CHI	NW	2.36	1.77	.25	Three Wkly
"	CLE	NW	2.36	1.77	.25	Three Wkly
"	YIP	NW	2.36	1.77	.25	Three Wkly
"	LAX	NW*	2.36	1.77	.25	Three Wkly
"	MKE	NW	2.36	1.77	.25	Three Wkly
"	MPS	NW	2.36	1.77	.25	Three Wkly
"	LGA	NW	2.36	1.77	.25	Three Wkly
"	PIT	NW	2.36	1.77	.25	Three Wkly
"	PDX	NW*	2.36	1.77	.25	Three Wkly
"	SFO	NW*	2.36	1.77	.25	Three Wkly
"	SEC	NW	2.36	1.77	.25	Three Wkly
"	DCA	NW	2.36	1.77	.25	Three Wkly
"	LAX	P	2.36	1.77	.25	M,F
Okinawa, Cont'd	SFO	P	2.36	1.77	.25	M,F
"	PDX	P	2.36	1.77	.25	Th
"	SEC	P	2.36	1.77	.25	Th
"	OAK	TR	1.92	1.60	.12½	....
"	SFO	PH	2.36	1.77	.25	W,Sa
"	OAK	PH	2.36	1.77	.25	W,Sa
"	LAX	PH	2.36	1.77	.25	T,F
"	PDX	PH	2.36	1.77	.25	T,F
"	SEC	PH	2.36	1.77	.25	T,F
"	LGA	PH	2.36	1.77	.25	T,F
"	BOS	PH	2.36	1.77	.25	T,F
"	DEN	PH	2.36	1.77	.25	T,F
"	SLC	PH	2.36	1.77	.25	T,F
"	CLE	PH	2.36	1.77	.25	T,F
"	YIP	PH	2.36	1.77	.25	T,F
"	CHI	PH	2.36	1.77	.25	T,F
"	MKE	PH	2.36	1.77	.25	T,F
"	DCA	PH	2.36	1.77	.25	T,F
"	BOS	A*‡	2.36	1.77	.25	Dly
"	CHI	A*‡	2.36	1.77	.25	Dly
"	CLE	A*‡	2.36	1.77	.25	Dly
"	YIP	A*‡	2.36	1.70	.15	Dly
"	DCA	A*‡	2.36	1.70	.15	Dly
"	LGA	U*	2.36	1.70	.15	Dly
"	BOS	U*	2.36	1.70	.15	Dly
"	DCA	U*	2.36	1.70	.15	Dly
"	CLE	U*	2.36	1.70	.15	Dly
"	CHI	U*	2.36	1.70	.15	Dly
"	YIP	U*	2.36	1.70	.15	Dly
"	LAX	U*	2.36	1.70	.15	Dly
"	SFO	U*	2.36	1.70	.15	Dly
Oran, Algeria	IDL	AO*	1.43	1.075	.21	Dly
"	BOS	AO*	1.40	1.055	.21	Su,Th
"	IDL	AF	1.29	.97	.15	Six Weekly
"	BOS	AF	1.27	.95	.15	....
Oruro, Bolivia	MIA	P*	1.10	.89	.15	Su,M,W,F,Sa
"	MSY	P*	1.16	.66	.15	Su,M,W,F,Sa
"	HOU	P*	1.19	.66	.15	Su,T,Th,F
"	BRO	P*	1.19	.63	.15	Su,T,Th,F
"	LAX	P*	1.32	.83	.15	Su,T,Th,F
Oslo, Norway	IDL	SS	1.12	.84	.20	Dly
"	IDL	AO	1.07	.81	.15	Su,W
"	BOS	AO	1.05	.79	.15	W
"	IDL	S	1.12	.84	.20	T,Th,Sa
"	LGA	TR	1.00	.82	.12½	....
"	HFD	TR	1.00	.82	.12½	....
"	IDL	BO	1.12	.84	.20	Su,M,T,Th,F
"	IDL	AF	1.25	.94	.15	Six Wkly
"	BOS	AF	1.23	.92	.15	....
"	IDL	K*	1.12	.84	.20	F
"	EWR	TC	1.00	.80	.25	....
Ostrava, Czechoslovakia	IDL	AO*	1.27	.95	.21	M,W,Sa
"	BOS	AO*	1.25	.94	.21	M
Ottawa, Ont., Canada	LGA	C	.07	...	...	Dly
"	LGA	T*	2.29	.0855	.10	Dly
Palembang, N.E.I.	IDL	BO	2.40	1.80	.25	Su,M,T,Th,F
"	IDL	K	2.40	1.80	.25	Su,T
Palermo, Italy	IDL	AO*	1.28	.96	.21	M,W,Sa
"	BOS	AO*	1.26	.93	.21	M
Panama City, Panama	MIA	P*	.20	.19	.15	Dly
"	MSY	P*	.46	.26	.15	Dly
"	HOU	P*	.48	.29	.15	Dly
"	BRO	P*	.48	.29	.15	Dly
"	LAX	P*	.61	.43	.15	Dly
"	HOU	B	.48	.29	.10	Su,M,W,F
"	CHI	B	.51	.31	.20	Su,M,W,F
"	CRP	B	.48	.29	.10	Su,M,W,F
"	DAL	B	.51	.31	.10	Su,M,W,F
"	YIP	B	.51	.31	.20	Su,M,W,F
"	MSY	B	.45	.26	.15	Su,M,W,F
"	MSY	TA	.64	.46	...	M,W,F
"	MEX	TA	.52	.38	...	T,Th,Sa
"	MIA	K	.55	.47	.15	Su,F
Paramaribo, Surinam	LGA	P*	.64	.39	.15	M,Th
"	MIA	P*	.57	.33	.15	M,Th
"	MSY	P*	.64	.40	.15	M,Th
"	HOU	P*	.67	.43	.15	Su,W
"	BRO	P*	.67	.43	.15	Su,W
"	LAX	P*	.81	.57	.15	Su,W
"	MIA	K	.57	.33	.15	Su,W,Sa
Paris, France	IDL	AO*	1.09	.82	.15	Dly
"	IDL	S	1.05	.79	.20	T,Th,Sa
"	LGA	TR	.85	.70	.12½	....
"	HFD	TR	.85	.70	.12½	....
"	IDL	SW	.91	.74	.20	....
"	IDL	BO	1.05	.79	.20	Dly
"	IDL	SS	1.05	.79	.20	M,W,F
"	IDL	AF	1.09	.82	.15	Dly
"	BOS	AF	1.07	.80	.15	....
"	IDL	K*	1.05	.79	.20	Su,T,Th,F,Sa
"	LGA	TW	1.05	.79	.20	Dly
"	BOS	TW	1.02	.77	.20	T,Sa
"	PHL	TW	1.08	.81	.20	W
"	DCA	TW	1.07	.82	.20	....
"	YIP	TW	1.08	.81	.20	Th
"	CHI	TW	1.09	.84	.20	Th
"	IDL	P*	1.09	.82	.20	Dly
"	BOS	P*	1.06	.80	.20	Su,T,W,F
"	EWR	TC	.85	.65	.15	....
"	LGA	P	...	...	...	T,Th
"	BOS	P	...	...	...	T,Th
"	CHI	U*	1.09	.84	.20	Dly
"	YIP	U*	1.08	.81	.20	Dly
"	LAX	U*	1.20	.90	.20	....
"	SFO	U*	1.20	.90	.20	....
"	OAK	U*	1.20	.90	.20	....
Parnahyba, Brazil	LGA	P*	.98	.65	.15	T,Th,Sa
"	MIA	P*	.90	.48	.15	T,Th,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Up to 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Parnahyba, Cont'd.	MSY P*	.96	.55	.15	T,Th,Sa
"	HOU P*	.99	.56	.15	M,W,F
"	BRO P*	.99	.56	.15	M,W,F
"	LAX P*	1.13	.73	.15	M,W,F
Parral, Chih., Mex.	MEX L	.11	.09	...	Dly
Pereira, Colombia	MIA P*	.54	.29	.15	Dly
"	LGA P*	.64	.37	.15	Dly
"	MSY P*	.60	.35	.15	Dly
"	HOU P*	.63	.38	.15	Dly
"	BRO P*	.63	.38	.15	Dly
"	LAX P*	.76	.52	.15	Dly
Pisa, Italy	IDL SW	1.08	.86	.20	
Ponce, Puerto Rico	EWR TC	.30	.20		Frequently
Popayan, Colombia	MIA P*	.61	.30	.15	Dly
"	LGA P*	.71	.39	.15	Dly
"	MSY P*	.67	.37	.15	Dly
"	HOU P*	.70	.40	.15	Dly
"	BRO P*	.70	.40	.15	Dly
"	LAX P*	.83	.54	.15	Dly
Port au Prince, Haiti	MIA P*	.15	.12	.15	Dly
"	LGA P*	.25	.21	.15	Dly
"	MIA K	.15	.12	.15	Th
"	EWR TC	.45	.35	...	Frequently
Port Bell, Uganda	MIA K	.25	.19	.10	
Port Elizabeth, U. of S. Afr.	IDL AO*	2.36	1.77	.30	Dly
"	IDL BO	2.16	1.62	.25	
Port of Spain, Trinidad	LGA P*	.45	.30	.15	Dly
"	MIA P*	.39	.26	.15	Dly
"	MSY P*	.45	.31	.15	Dly
"	HOU P*	.46	.34	.15	Dly
"	BRO P*	.46	.34	.15	Dly
"	LAX P*	.62	.48	.15	Dly
"	MIA SI	.55	.39	.10	Frequently
"	LGA SI	.64	.46	.10	Frequently
"	MIA K	.40	.24	.15	M,T,W,F
"	UL T	.62C	.38C	.17**	Su,W,F,Sa
"	YTO T	.62C	.38C	.17**	Su,W,F,Sa
"	EWR TC	.45	.35	...	Frequently
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Port Sudan, Ang.-Eg. Sudan	IDL BO	1.68	1.26	.25	Su,M,T,Th,F
Porto Alegre, Brazil	LGA P*	1.42	.81	.15	Dly
"	MIA P*	1.35	.75	.15	Dly
"	MSY P*	1.42	.82	.15	Dly
"	HOU P*	1.45	.85	.15	Dly
"	BRO P*	1.45	.85	.15	Dly
"	LAX P*	1.59	.99	.15	Dly
"	EWR TC	1.45	.89	...	Frequently
Prague, Czechoslovakia	LGA P	1.30	.93	.15	Su,W,F
"	BOS P	1.30	.90	.15	Su,W,F
"	IDL AO*	1.30	.95	.15	Dly
"	IDL S	1.18	.89	.20	T,Th,Sa
"	LGA TR	1.00	.85	.12½	
"	HFD TR	1.00	.85	.12½	
"	IDL SW	1.03	.83	.20	
"	IDL BO	1.18	.89	.20	Su,M,T,Th,F
"	IDL SS	1.18	.89	.20	Dly
"	IDL AF	1.20	.90	.15	Dly except W
"	BOS AF	1.18	.88	.15	Dly except W
"	IDL K*	1.18	.89	.20	Su,T,F
"	EWR TC	1.00	.85	.25	
"	IDL SR	1.18	.89	.20	Su,W
Preston, Cuba	MIA P*	.20	.10	.15	Dly
Prestwick, Scotland	IDL AO	.96	.72	.15	M,W,Sa
"	BOS AO	.94	.70	.15	M
"	IDL SS	.96	.72	.15	Dly except Th
"	UL T	.90	.67	.15	Dly
"	IDL K	.93	.70	.20	Su,F,Sa
Puebla, Puebla	DAL B	.41	.....	.17	Dly
"	FTW B	.41	.....	.17	Dly
"	LRD B	.37	.....	.17	Dly
"	SAT B	.34	.....	.17	Dly
Puerto Cabezas, Nic.	MSY TA	.60	.47	...	M,W,F
"	MEX TA	.48	.38	...	T,Th,Sa
Puerto Cortes, Hond.	MSY TA	.42	.24	...	M,W,F
"	MEX TA	.25	.18	...	T,Th,Sa
Puerto Suarez, Bolivia	MIA P*	1.16	.63	.15	M,W,Sa
"	MSY P*	1.22	.70	.15	M,W,Sa
"	BRO P*	1.28	.73	.15	Su,T,F
"	LAX P*	1.39	.87	.15	Su,T,F
"	HOU P*	1.28	.73	.15	Su,T,F
Quito, Ecuador	MIA P*	.64	.34	.15	Dly except Sa
"	MSY P*	.70	.41	.15	Dly except F
"	HOU P*	.73	.44	.15	Dly except Th
"	BRO P*	.73	.44	.15	Dly except Th
"	LAX P*	.86	.55	.15	Dly except Th
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Rangoon, Burma	IDL BO	2.20	1.65	.25	Su,M,T,Th,F
Recife (Pernambuco) Brazil	LGA P	1.14	.64	.15	Dly except F
"	MIA P	1.07	.59	.15	Dly except F
"	MSY P	1.14	.65	.15	Dly except F
"	HOU P	1.17	.68	.15	Dly except Th
"	BRO P	1.17	.68	.15	Dly except Th
"	LAX P	1.31	.82	.15	Dly except Th
Regina, Sask., Canada	LGA T*	7.00	.25	.10	Dly
Reunion Island	IDL AF	2.36	1.77	.15	Weekly
"	BOS AF	2.34	1.75	.15	Weekly
Reykjavik, Iceland	IDL AO	.77	.58	.15	M,W
"	BOS AO	.75	.56	.15	W
"	EWR TC	.44	.30		Frequently
Rio de Janeiro, Brazil	LGA P*	1.26	.70	.15	Dly
"	MIA P*	1.17	.64	.15	Dly
"	MSY P*	1.26	.71	.15	Dly
"	HOU P*	1.27	.74	.15	Dly
"	BRO P*	1.27	.74	.15	Dly
"	LAX P*	1.41	.90	.15	Dly
"	EWR TC	1.25	.84	...	Frequently
"	DAL B*	1.29	.76	.15	M,F
"	HOU B	1.36	.90	.15	M,F
"	BRO B	1.37	.91	.15	M,F
"	CHI B*	1.29	.76	.15	M,F
"	CRP B	1.36	.90	.15	M,F
"	YIP B	1.29	.76	.15	M,F
"	FTW B*	1.29	.76	.15	M,F
"	HOU B*	1.17	.64	.15	M,F
"	IND B	1.28	.75	.15	M,F
"	LRD B	1.26	.75	.15	M,F
"	MSY B	1.24	.66	.15	M,F
"	SAT B*	1.27	.74	.15	M,F
"	ELP A*	1.33	.89	.20	Dly
"	LAX A*	1.41	.90	.20	Dly
"	SFO A*	1.42	.90	.20	Dly
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
"	YIP U*	1.29	.76	.15	Su,Th
"	CHI U*	1.29	.76	.15	M,F
Roberts Field, Liberia	IDL AF	1.75	1.32	.15	Thrice Wkly
"	BOS AF	1.73	1.30	.15	Thrice Wkly
"	LGA P	...	.....	...	M,Th
"	BOS P	...	.....	...	Su
Robore, Bolivia	MIA P*	1.16	.63	.15	M
"	MSY P*	1.22	.70	.15	M
"	HOU P*	1.25	.73	.15	Su
"	BRO P*	1.25	.73	.15	Su
"	LAX P*	1.39	.87	.15	Su
"	BOS AF	2.01	1.51	.15	Su,T,Sa
Ronne, Denmark	IDL SS	1.16	.87	.25	Dly
Rome, Italy	IDL AO*	1.24	.93	.15	Dly
"	IDL S	1.27	.96	.25	T,Th,Sa
"	LGA TR	1.05	.90	.15	
"	HFD TR	1.05	.90	.15	
"	IDL SW	1.12	.90	.20	
"	IDL BO	1.27	.96	.25	Su,M,T,Th,F
"	IDL SS	1.27	.96	.25	M,W,F
"	IDL AF	1.24	.93	.15	Dly
"	BOS AF	1.22	.91	.15	Dly
"	IDL K*	1.27	.96	.25	Su,T,Th,F
"	LGA TW	1.27	.96	.25	Dly
"	BOS TW	1.24	.94	.25	M,T,F,Sa
"	PHL TW	1.28	.96	.25	W
"	YIP TW	1.29	.96	.25	Th
"	CHI TW	1.31	1.01	.25	Th
"	IDL SR	1.34	.93	.15	Su,W
"	DCA TW	1.29	.99	.20	Th
"	LGA P	1.33	.95	.25	M,Th
"	BOS P	1.30	.93	.25	M,Th
"	EWR TC	1.00	.70	.25	
"	CHI U*	1.31	1.01	.25	Dly
"	YIP U*	1.29	.98	.25	Dly
"	LAX U*	1.51	1.15	.25	
"	SFO U*	1.52	1.16	.25	
"	OAK U*	1.52	1.16	.25	
Saigon, Indo China	IDL AO*	2.37	1.78	.30	M,W,Sa
"	BOS AO*	2.35	1.76	.30	M
"	IDL AF	2.35	1.77	.15	Twice Wkly
"	BOS AF	2.33	1.75	.15	Twice Wkly
"	IDL BO	2.37	1.78	.25	
St. Croix, Virg. Is.	LGA P	.27	.21	.15	Th,Sa
"	MIA P*	.20	.15	.15	Th,Sa
St. John, N. B.	BOS T*	2.14	.0555	.10	Dly
St. Johns, Antigua, B.W.I.	LGA P*	.34	.24	.15	W,Th,Su
"	MIA P*	.25	.18	.15	W,Th,Su
St. Johns, N. F.	IDL AO*	.42	.32	.15	Dly
"	BOS AO*	.39	.30	.15	T,W,F,Sa
"	BOS T	4.00	.1665	...	Dly
St. Lucia, B.W.I.	LGA P*	.40	.27	.15	Th,Sa
"	MIA P*	.33	.21	.15	Th,Sa
St. Thomas, Virgin Is. (U.S.)	LGA P*	.26	.21	.15	Th,Sa
"	MIA P	.19	.15	.15	Th,Sa
"	EWR TC	.25	.20		Frequently
Salisbury, So. Rhod.	IDL BO	1.90	1.42	.25	Su,M,T,Th,F
"	IDL AO*	2.05	1.54	.30	Dly
Salta, Argentina	MIA P*	1.24	.69	.15	Sa
"	MSY P*	1.30	.75	.15	F
"	HOU P*	1.33	.78	.15	Th
"	BRO P*	1.33	.78	.15	Th
"	LAX P*	1.48	.92	.15	Th
San Ignacio de Velasco, Bolivia	MIA P*	1.16	.63	.15	M,F
"	MSY P*	1.22	.70	.15	M,F
"	HOU P*	1.25	.73	.15	Su,Th
"	BRO P*	1.25	.73	.15	Su,Th
"	LAX P*	1.39	.87	.15	Su,Th
San Jose, Bolivia	MIA P*	1.16	.63	.15	M,F
"	MSY P*	1.22	.70	.15	M,F
"	HOU P*	1.25	.73	.15	Su,Th
"	BRO P*	1.25	.73	.15	Su,Th
"	LAX P*	1.39	.87	.15	Su,Th
San Jose Costa Rica	MIA P*	.46	.24	.15	Dly
"	MSY P*	.46	.26	.15	Dly
"	HOU P*	.47	.29	.15	Dly
"	BRO P*	.45	.26	.15	Dly
"	LAX P*	.61	.43	.15	Dly
"	MSY TA	.45	.26	...	Dly except Su
"	MEX TA	.31	.20		T thru Sa
"	MIA K	.64	.38	.15	M,Sa
"	HOU SK*	—See Note SK			
San Jose, Cont'd	MSY SK*	—See Note SK			
San Juan Puerto Rico	LGA P*	.22	.16	.15	Five Dly
"	MIA P*	.15	.12	.15	Twice Dly
"	CHI E*	♦	.25 .20●	.05	Dly
"	YIP E*	♦	.24 .20●	.05	Dly
"	LGA E*	♦	.20 .18●	.05	Dly
"	MIA E*	♦	.12 .09●	.05	Dly
"	LGA TC	.30	.20	...	
"	EWR TC	.30	.20	...	
San Luis Potosi, S.L.P., Mexico	MEX L	.04	.03	...	Dly
San Pedro, Sula, Honduras	MSY TA	.42	.24	...	M,W,F
"	MEX TA	.25	.18	...	T,Th,Sa
San Salvador, El Salvador	MIA P*	.42	.21	.15	Dly
"	MSY P*	.38	.19	.15	Dly
"	HOU P*	.38	.24	.15	Dly
"	BRO P*	.34	.20	.15	Dly
"	LAX P*	.50	.35	.15	Dly
"	MSY TA	.38	.19	...	Dly
"	MEX TA	.30	.13	...	T thru Sa
"	HOU SK*	—See Note SK			
"	MSY SK	.21	.16		
Santa Clara, Cuba	MIA P*	.13	.09	.15	Dly
Santa Cruz, Bolivia	MIA P*	1.16	.63	.15	M,W,F,Sa
"	MSY P*	1.21	.69	.15	M,W,F,Sa
"	HOU P*	1.24	.72	.15	Su,T,Th,F
"	BRO P*	1.24	.72	.15	Su,T,Th,F
"	LAX P*	1.37	.86	.15	Su,T,Th,F
Santa Maria, Azores	LGA P	.78	.59	.15	Su,M,Th,F
"	BOS P	.75	.57	.15	Su,F
Santa Marta, Colombia	MIA P*	.46	.25	.15	Dly
"	LGA P*	.56	.33	.15	Su,Th
"	MSY P*	.52	.30	.15	Dly
"	HOU P*	.55	.33	.15	Dly
"	BRO P*	.55	.33	.15	Dly
"	LAX P*	.69	.47	.15	Dly
Santiago, Chile	MIA P*	1.30	.72	.15	Dly
"	MSY P*	1.37	.79	.15	Dly
"	HOU P*	1.40	.82	.15	Dly
"	BRO P*	1.40	.82	.15	Dly
"	LAX P*	1.53	.96	.15	Dly
"	EWR TC	1.40	1.00	...	Frequently
Santiago, Cuba	MIA P	.18	.09	.15	Four Dly
Sao Luis, Brazil	LGA P*	.92	.59	.15	Su,T,Th,Sa
"	MIA P*	.85	.46	.15	Su,T,Th,Sa
"	MSY P*	.92	.53	.15	Su,T,Th,Sa
"	HOU P*	.95	.56	.15	M,W,F,Sa
"	BRO P*	.95	.56	.15	M,W,F,Sa
"	LAX P*	1.09	.70	.15	M,W,F,Sa
Sao Paulo, Brazil	LGA P*	1.24	.70	.15	Dly
"	MIA P*	.85	.46	.15	Dly
"	MSY P*	.92	.53	.15	Dly
"	HOU P*	1.27	.74	.15	Dly
"	BRO P*	1.27	.74	.15	Dly
"	LAX P*	1.41	.88	.15	Dly
"	EWR TC	1.40	.85	...	Frequently
Sao Salvador, Brazil	LGA P*	1.35	.71	.15	Dly except F
"	MIA P*	1.15	.65	.15	Dly except F
"	MSY P*	1.28	.72	.15	Dly except F
"	HOU P*	1.28	.75	.15	Dly except Th
"	BRO P*	1.28	.75	.15	Dly except Th
"	LAX P*	1.42	.89	.15	Dly except Th
Seoul Korea	EDF NW	2.36	1.77	.25	Two Wkly
"	CHI NW	2.36	1.77	.25	Two Wkly
"	CLE NW	2.36	1.77	.25	Two Wkly
"	YIP NW	2.36	1.77	.25	Two Wkly
"	LAX NW*	2.36	1.77	.25	Two Wkly
"	MKE NW	2.36	1.77	.25	Two Wkly
"	MPS NW	2.36	1.77	.25	Two Wkly
"	LGA NW	2.36	1.77	.25	Two Wkly
"	PIT NW	2.36	1.77	.25	Two Wkly
"	PDX NW*	2.36	1.77	.25	Two Wkly
"	SFO NW*	2.36	1.77	.25	Two Wkly
"	SEC NW	2.36	1.77	.25	Two Wkly
"	DCA NW	2.36	1.77	.25	Two Wkly
"	LAX P	2.40	1.80	.15	
"	SFO P	2.40	1.80	.15	
"	PDX P	2.40	1.80	.15	
"	SEC P	2.40	1.80	.15	
"	LGA U*	2.26	1.70	.15	Four Wkly
"	BOS U*	2.26	1.70	.15	Four Wkly
"	DCA U*	2.26	1.70	.15	Four Wkly
"	CLE U*	2.26	1.70	.15	Four Wkly
"	CHI U*	2.26	1.70	.15	Four Wkly
"	YIP U*	2.26	1.70	.15	Four Wkly
"	LAX U*	2.26	1.70	.15	Four Wkly
"	SFO U*	2.26	1.70	.15	Four Wkly
Shanghai, China	IDL BO	2.51	1.90	.25	
Shannon, Eire	LGA P	.92	.69	.15	Dly
"	BOS P	.89	.67	.15	Dly
"	IDL AO	.92	.69	.15	Dly
"	BOS AO	.90	.67	.15	Su,T,Th,F,Sa
"	DCA AO	.96	.72	.15	F
"	PHL AO	.95	.71		
"	LGA TR	.68	.58	.10	
"	HFD TR	.68	.58	.10	
"	IDL SW	.77	.61	.20	
"	UL T	.66C	.66C	.23**	T
"	IDL BO	.90	.67	.20	M,Th
"	IDL K*	.92	.69	.15	T,Th
"	LGA TW	.90	.67	.20	Dly
"	BOS TW	.87	.65	.20	T,Sa
"	PHL TW	.91	.69	.20	W
"	YIP TW	.91	.69	.20	Th
"	DCA TW	.92	.70	.20	
"	CHI TW	.94	.672	.20	Th

Destination	Airport and Airline	Rates (See Note) [illegible]	[illegible]	[illegible]	Depart
Shannon, Cont'd	EWR TC	.75	.60	.25	
"	IDL SR	.80	.67	.20	Su,W
"	IDL K	.80	.67	.20	Su,W,F
"	CHI U*	.88	.72	.20	Dly
"	YIP U*	.91	.68	.20	Dly
"	LAX U*	1.14	.95	.20	
"	SFO U*	1.15	.97	.20	
"	OAK U*	1.15	.97	.20	
Singapore, Mal. St.	LGA TR	2.65	1.57	.25	Frequently
"	HFD TR	2.65	1.57	.25	Frequently
"	OAK TR	2.29	1.84	.20	
"	IDL BO	2.37	1.78	.25	Su,M,T,Th,F
"	SFO P	1.70	1.57	.15	Su
"	LAX P	1.70	1.57	.15	Su
"	SEC P	1.70	1.57	.15	Su
"	PDX P	1.70	1.57	.15	Su
"	IDL AF	2.22	1.67	.15	
"	BOS AF	2.20	1.65	.15	
"	IDL K	2.37	1.78	.25	Su,T
"	EWR TC	2.60	2.60		Frequently
"	CHI U*	2.26	1.70	.15	Su
"	CLE U*	2.26	1.70	.15	Su
"	YIP U*	2.26	1.70	.15	Su
"	MKE U*	2.26	1.70	.15	Su
"	LGA U*	2.26	1.70	.15	Su
"	EWR U*	2.26	1.70	.15	Su
"	DCA U*	2.26	1.70	.15	Su
Siuna, Nicaragua	MSY TA	.55	.42		M,W,F
"	MEX TA	.43	.23		T,Th,Sa
Sofia, Bulgaria	IDL AO*	1.50	1.13	.21	M,W,Sa
"	IDL SS	1.46	1.11	.25	M,W,F
Soerabaya, Java, N.E.I.	IDL AO*	2.21	1.65	.20	Dly
"	BOS AO*	2.19	1.64	.20	Su,Th
"	IDL K	2.50	1.90	.25	Su,T,F,Sa
"	IDL AF	1.60	1.20	.15	
"	BOS AF	1.57	1.17	.15	
Stanleyville, Bel. Congo	IDL AO*	1.91	1.43	.20	Dly
"	IDL S	1.90	1.42	.25	T,Th,Sa
Stavanger, Norway	LGA AO*	1.13	.85	.21	Su,W
"	BOS AO*	1.10	.84	.21	W
"	IDL SS	1.12	.84	.20	Dly
Stockholm, Sweden	IDL SS	1.14	.85	.20	Dly
"	LGA AO*	1.13	.85	.15	Su,M,W,Sa
"	BOS AO	1.12	.84	.15	W,F
"	LGA TR	1.05	.90	.12½	
"	HFD TR	1.05	.90	.12½	
"	IDL BO	1.14	.90	.20	Su,M,T,Th,F
"	IDL AF	1.26	.95	.15	Dly
"	BOS AF	1.22	.91	.15	
"	IDL K*	1.14	.85	.20	Su,T,Th,F,Sa
"	EWR TC	1.15	.90	.25	
"	IDL S	1.14	.85	.20	T,Th,Sa
Stornoway, Scotland	IDL AO*	1.06	.81	.15	M,W,Sa
"	BOS AO*	1.03	.79	.15	M
Stuttgart, Germany	LGA P	1.25	.94	.15	Su,F
"	BOS P	1.22	.92	.15	Su,F
"	IDL SS	1.12	.84	.20	Dly
"	IDL AO*	1.15	.90	.21	Dly
"	IDL S*	1.15	.87		T,Sa
"	IDL SR	1.12	.84	.20	
Sundsvall, Sweden	IDL SS	1.20	.90	.20	Dly
Suva, Fiji Islands	LAX P	1.50	1.20	.20	M,Th,Sa
"	SFO P	1.50	1.20	.20	M,Th,Sa
"	SEC P	1.50	1.20	.20	Th,Sa
"	PDX P	1.50	1.20	.20	Th,Sa
"	SFO BC	1.50	1.20	.20	M,Th,F
"	HJR BC	1.04	.78	.15	M,Th,F
"	VR BC	1.86	1.30	.20	M,Th,F
Sydney, Australia	LAX P	2.00	1.51	.20	M,Th
"	SFO P	2.00	1.51	.20	M,Th
"	PDX P	2.00	1.51	.20	Th
"	SEC P	2.00	1.51	.20	Th
"	IDL BO	3.02	2.27	.25	Su,M,T,Th,F
"	SFO BC*	2.36	1.77	.15	
"	SFO BC	2.36	1.77	.15	M,Th
"	HJR BC	1.68	.86	.15	M,Th
"	VR BC	2.42	1.68	.15	M,Th
"	OAK TR	2.12	1.57	.20	
Sydney, N. S.	BOS T*	2.90	.0665		Dly
Taipeh, Formosa	SFO PH	2.36	1.77	.25	W,Sa
"	OAK PH	2.36	1.77	.25	W,Sa
"	PDX PH	2.36	1.77	.25	T,F
"	LAX PH	2.36	1.77	.25	T,F
"	SEC PH	2.36	1.77	.25	T,F
"	LGA PH	2.36	1.77	.25	T,F
"	CHI PH	2.36	1.77	.25	T,F
"	DCA PH	2.36	1.77	.25	T,F
"	CLE PH	2.36	1.77	.25	T,F
"	YIP PH	2.36	1.77	.25	T,F
"	DEN PH	2.36	1.77	.25	T,F
"	LAX U*	2.36	1.77	.25	
"	SFO U*	2.34	1.77	.25	
"	OAK U*	2.36	1.77	.25	
Talara, Peru	MIA P*	.72	.38	.15	Dly
"	MSY P*	.76	.45	.15	Dly
"	HOU P*	.81	.48	.15	Dly
"	BRO P*	.81	.48	.15	Dly
"	LAX P*	.94	.60	.15	Dly
Tamatave, Madagascar	IDL AF	2.76	2.07	.15	Weekly
"	BOS AF	2.73	2.04	.15	
Tampico, Mexico	HOU P*	.18	.10	.15	Dly
"	BRO P*	.12	.08	.15	Dly
"	LAX P*	.36	.20	.15	Dly
Tananarive, Madagascar	IDL AF	2.30	1.73	.15	Weekly
Tananarive, Cont'd.	BOS AF	2.28	1.71	.15	
Tangier, Morocco	IDL AO*	1.30	1.02	.27	Dly
"	BOS AO*	1.34	1.00	.15	Su,Th
"	IDL AF	1.30	.98	.15	
"	BOS AF	1.29	.96	.15	
Tapachula, Mexico	MIA P*	.42	.21	.15	Dly
"	MSY P*	.29	.19	.15	Dly
"	HOU P*	.29	.21	.15	Dly
"	BRO P*	.27	.17	.15	Dly
"	LAX P*	.43	.33	.15	Dly
Tegucigalpa, Honduras	MIA P*	.47	.30	.15	Dly
"	MSY P*	.40	.32	.15	Dly
"	HOU P*	.30	.26	.15	Dly
"	BRO P*	.37	.30	.15	Dly
"	LAX P*	.50	.30	.10	Dly
"	MSY TA	.40	.22		Dly except Su
"	MEX TA	.25	.16		T thru F
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Teheran, Iran	IDL AO*	1.76	1.20	.20	Dly
"	IDL BO	1.81	1.36	.25	Su,M,T,Th,F
"	IDL AF	1.76	1.32	.15	Weekly
"	BOS AF	1.74	1.30	.15	
"	IDL K	1.81	1.36	.25	Th
"	IDL SS	1.81	1.36	.25	M,W,F
"	EWR TC	1.79	1.39		Frequently
Tela, Honduras	MSY TA	.42	.35		M,W,F
"	MEX TA	.26	.19		T,Th,Sa
Tokyo, Japan	IDL P	3.24	2.79	.15	Su,F
"	BOS P	3.21	2.77	.15	Su,F
"	LAX P	2.36	1.77	.25	M,F
"	SFO P	2.36	1.77	.25	M,F
"	PDX P	2.36	1.77	.25	Th
"	SEC P	2.36	1.77	.25	Th
"	EDF NW	2.36	1.77	.25	Four Wkly
"	CHI NW	2.36	1.77	.25	Four Wkly
"	CLE NW	2.36	1.77	.25	Four Wkly
"	YIP NW	2.36	1.77	.25	Four Wkly
"	LAX NW*	2.36	1.77	.25	Four Wkly
"	MKE NW	2.36	1.77	.25	Four Wkly
"	MPS NW	2.36	1.77	.25	Four Wkly
"	LGA NW	2.36	1.77	.25	Four Wkly
"	PIT NW	2.36	1.77	.25	Four Wkly
"	PDX NW*	2.36	1.77	.25	Four Wkly
"	SFO NW*	2.36	1.77	.25	Four Wkly
"	DCA NW	2.36	1.77	.25	Four Wkly
"	IDL BO	2.73	2.04	.25	Su,M,T,Th,F
"	BOS A*	2.60	1.95	.25	Dly
"	CHI A*	2.51	1.88	.25	Dly
"	CLE A*	2.54	1.91	.25	Dly
"	YIP A*	2.52	1.90	.25	Dly
"	LGA A*	2.60	1.94	.25	Dly
"	DCA A*	2.56	1.92	.25	Dly
"	OAK TR	1.60	1.81	.12½	
"	SFO PH	2.36	1.77	.15	W,Sa
"	LGA U*	2.36	1.77	.25	Dly
"	BOS U*	2.36	1.77	.25	Dly
"	DCA U*	2.36	1.77	.25	Dly
"	CHI U*	2.36	1.77	.25	Dly
"	CLE U*	2.36	1.77	.25	Dly
"	YIP U*	2.36	1.77	.25	Dly
"	LAX U*	2.36	1.77	.25	Dly
"	SFO U*	2.36	1.77	.25	Dly
Toronto, Ont., Canada	IDL A	.12	.07	.04	Dly
"	LGA T*	1.80	.0435	.10	Dly
Torreon, Coah., Mexico	MEX L	.08	.07		Dly
Trieste, Italy	IDL AF	1.14	.86	.15	
"	BOS AF	1.12	.84	.15	
"	IDL AO*	1.20	.88	.27	
Trinidad, Cuba	MIA P*	.16	.09	.15	Dly
"	IDL BO	.46	.30	.15	
Tripoli, Libya	IDL AO*	1.57	1.05	.21	Dly
"	BOS AO*	1.36	1.01	.21	Su,Th
"	IDL BO	1.35	1.02	.25	Su,M,T,Th,F
"	CHI U*	1.42	1.06	.15	
"	YIP U*	1.40	1.05	.15	
Trujillo, Honduras	MSY TA	.48	.37		M,W,F
"	MEX TA	.28	.22		T,Th,Sa
Tucuman, Argentina	MIA P*	1.20	.71	.15	F
"	MSY P*	1.34	.79	.15	F
"	HOU P*	1.37	.81	.15	Th
"	BRO P*	1.37	.81	.15	Th
"	LAX P*	1.50	.95	.15	Th
Tumaco, Colombia	MIA P*	.65	.32	.15	Th
"	LGA P*	.79	.41	.15	Th
"	MSY P*	.71	.39	.15	Th
"	HOU P*	.74	.42	.15	W
"	BRO P*	.74	.42	.15	W
"	LAX P*	.87	.50	.15	W
Tunis, Tunisia	IDL AO*	1.43	1.07	.21	M,W,Sa
"	BOS AO*	1.41	1.05	.21	M
"	IDL AF	1.24	.93	.20	Four Wkly
"	BOS AF	1.22	.91	.20	Four Wkly
"	LGA TW	1.27	.96	.25	Su
"	CHI U*	1.31	1.01	.25	Su
"	YIP U*	1.28	.96	.25	Su
"	LAX U*	1.36	1.05	.25	
"	SFO U*	1.37	1.04	.25	
"	OAK U*	1.37	1.04	.25	
Tuxpan, Mexico	HOU P*	.17	.12	.15	Dly
"	BRO P*	.13	.08	.15	Dly
"	LAX P*	.34	.27	.15	Dly
Tuxtla, Gutierrez, Mexico	MIA P*	.47	.30	.15	Dly
Tuxtla, Cont'd	MSY P*	.44	.22	.15	Dly
"	HOU P*	.38	.20	.15	Dly
"	BRO P*	.24	.16	.15	Dly
"	LAX P*	.49	.31	.15	Dly
Usumbura, Belgian Congo	IDL S	1.90	1.42	.25	T,Th,Sa
Uyuni, Bolivia	MIA P*	1.16	.62	.15	F
"	MSY P*	1.22	.70	.15	F
"	HOU P*	1.25	.73	.15	Th
"	BRO P*	1.25	.73	.15	Th
"	LAX P*	1.38	.87	.15	Th
Vancouver, B. C. Canada	SEC U	.031*	.023	.10	Dly
"	LGA U	.203*	.201	.10	Dly
"	LGA T*	10.13	.375	.10	Dly
"	SFO BO*	.11	.08	.15	
"	SFO BC	.11	.08	...	Su & Alt. T
"	HJR BC	.82	.61		Su & Alt. T,W
Varadero, Cuba	MIA P*	.12	.08	.15	Dly
Venice, Italy	IDL AF	1.14	.86	.15	
"	BOS AF	1.12	.84	.15	
Veracruz, Mexico	MIA P*	.30	.19	.15	Dly
"	MSY P*	.24	.18	.15	Dly
"	HOU P*	.21	.16	.15	Dly
"	BRO P*	.19	.12	.15	Dly
"	LAX P*	.35	.28	.15	Dly
"	DAL B	.42	...	...	Dly
"	FTW B	.42	...	...	Dly
"	LRD B	.28	...	...	Dly
"	SAT B	.25	...	...	Dly
Victoria, Brazil	LGA P*	1.30	.74	.20	M,W,Sa
"	MIA P*	1.22	.68	.20	M,W,Sa
"	MSY P*	1.30	.75	.20	M,W,Sa
"	HOU P*	1.30	.78	.20	M,W,Sa
"	BRO P*	1.32	.78	.20	Su,T,F
"	LAX P*	1.47	.92	.20	Su,T,W
Victoria, B. C.	LGA T*	10.13	.375	.10	Dly
Victoria de las Tunas, Cuba	MIA P*	.14	.09	.10	Dly
Victoria Falls, So. Rhodesia	IDL BO	1.90	1.42	.25	Su,M,T,Th,F
Vienna, Austria	LGA P	1.30	.98	.20	Su,W,F
"	BOS P	1.33	.94	.20	Su,W,F
"	IDL AO*	1.34	1.01	.15	Dly
"	LGA SI	1.24	.93	.25	Frequently
"	LGA TR	1.05	.90	.12½	
"	HFD TR	1.05	.90	.12½	
"	IDL BO	1.23	.93	.25	Su,M,T,Th,F
"	IDL AF	1.24	.93	.15	
"	BOS AF	1.22	.91	.15	
"	EWR TC	1.20	.90	.25	
"	IDL SS	1.23	.93	.25	M,W,F
"	IDL K*	1.23	.93	.25	T
"	IDL SR	1.23	.93	.25	Su,W
Villahermosa, Mexico	MIA P*	.34	.17	.10	Dly
"	MSY P*	.30	.16	.10	Dly
"	HOU P*	.26	.19	.10	Dly
"	BRO P*	.24	.15	.10	Dly
"	LAX P*	.40	.30	.10	Dly
Visby, Sweden	IDL SS	1.19	.90	.20	Dly
"	IDL AO*	1.17	.88	.21	Su,M,W,F
"	BOS AO*	1.15	.86	.21	W,F
Wadi Halfa, Ang. Eg. Sudan	IDL BO	1.65	1.24	.25	Su,M,T,Th,F
Wake Island	LAX P	1.54	1.16	.20	M,T,F,Sa
"	SFO P	1.54	1.16	.20	M,T,F,Sa
"	PDX P	1.54	1.16	.20	Sa
"	SEC P	1.54	1.16	.20	Sa
"	OAK TR	1.39	1.01	.15	
Warsaw, Poland	IDL AO*	1.27	.95	.21	M,F
"	IDL SS	1.33	1.00	.20	M,W,F
"	IDL AF	1.26	.95	.15	
"	BOS AF	1.24	.93	.15	
"	IDL S*	1.33	1.00	.25	T,Th,Sa
"	IDL SR	1.33	1.00	.25	Su,W
Whitehorse, Canada	SEC P	.35	.14	.10	T,Sa
Windsor, Ont., Canada	IDL A	.20	.....	...	Dly
"	CHI A	.12		...	Dly
"	LGA T*	2.14	.0555	.10	Dly
Winnipeg, Man., Canada	LGA T*	5.75	.20	...	Dly
"	GFK W	.06	.....	...	Dly
Zagreb, Yugoslavia	IDL AO*	1.21	.93	.21	Dly
Zurich, Switzerland	IDL AO*	1.16	.87	.15	Dly
"	IDL SR	1.12	.84	.20	Su,W
"	IDL SS	1.12	.84	.20	Dly
"	IDL S	1.12	.84	.20	T,Th,Sa
"	LGA TR	1.20	.90	.12½	
"	HFD TR	.95	.90	.12½	
"	IDL SW	.99	.79	.20	
"	IDL AF	1.16	.87	.15	Six Weekly
"	BOS AF	1.14	.85	.15	
"	IDL K*	1.12	.84	.20	Su,T,Th,F,Sa
"	IDL BO	1.12	.84	.20	Su,M,T,Th,F
"	EWR TC	1.22	.70	...	Frequently
"	LGA TW	1.19	.84	.20	Su,T,W,Th,Sa
"	DCA TW	1.14	.87	.20	
"	PHL TW	1.13	.85	.20	
"	BOS TW	1.09	.82	.20	Sa
"	CHI U*	1.16	.88	.30	Su,T,W,Sa
"	YIP U*	1.13	.86	.20	Su,T,W,Sa
"	LAX U*	1.38	1.03	.30	
"	SFO U*	1.37	1.04	.30	
"	OAK U*	1.37	1.04	.30	

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